

# HOUSE OF REPRESENTATIVES—Monday, October 18, 1993

The House met at 12 noon and was called to order by the Speaker pro tempore [Mr. MONTGOMERY].

## DESIGNATION OF SPEAKER PRO TEMPORE

The SPEAKER pro tempore laid before the House the following communication from the Speaker:

WASHINGTON, DC,  
October 18, 1993.

I hereby designate the Honorable G.V. (SONNY) MONTGOMERY to act as Speaker pro tempore on this day.

THOMAS S. FOLEY,  
*Speaker of the House of Representatives.*

## PRAYER

The Chaplain, Rev. James David Ford, D.D., offered the following prayer:

O gracious God, from whom comes every good gift that is new every morning, may Your blessing be with us and every person. In spite of all the duties that are before us and the schedules that must be met, may we accept with thanksgiving the beauty and wonder and opportunities of this day. While we see so much struggle in the world, we see glory too; while we see so much pain and conflict, we see kindness and generosity too. May we be the people You would have us be, O God, and do the deeds of good will and understanding in our daily lives. Amen.

## THE JOURNAL

The SPEAKER pro tempore. The Chair has examined the Journal of the last day's proceedings and announces to the House his approval thereof.

Pursuant to clause 1, rule I, the Journal stands approved.

## PLEDGE OF ALLEGIANCE

The SPEAKER pro tempore. Will the gentleman from New Mexico [Mr. RICHARDSON] please come forward and lead the House in the Pledge of Allegiance?

Mr. RICHARDSON led the Pledge of Allegiance as follows:

I pledge allegiance to the Flag of the United States of America, and to the Republic for which it stands, one nation under God, indivisible, with liberty and justice for all.

## PERMISSION TO FILE CONFERENCE REPORT ON H.R. 2750, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1994

Mr. NATCHER. Mr. Speaker, I ask unanimous consent that the managers

may have until midnight tonight, October 18, 1993, to file a conference report on the bill (H.R. 2750) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1994, and for other purposes.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Kentucky?

There was no objection.

## MAKING IN ORDER CONSIDERATION ON WEDNESDAY, OCTOBER 20, 1993, OR ANY DAY THEREAFTER, CONFERENCE REPORT AND AMENDMENTS IN DISAGREEMENT ON H.R. 2750, DEPARTMENT OF TRANSPORTATION AND RELATED AGENCIES APPROPRIATIONS ACT, 1994

Mr. NATCHER. Mr. Speaker, I ask unanimous consent that, notwithstanding the provisions of clause (2) of rule XXVIII, that it be in order at any time on Wednesday, October 20, 1993, or any day thereafter, to consider the conference report, amendments in disagreement, and motions to dispose of amendments in disagreement, to the bill (H.R. 2750) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1994, and for other purposes, and that the conference report, amendments in disagreement, and motions printed in the joint explanatory statement of the committee of conference to dispose of amendments in disagreement be considered as read when called up for consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Kentucky?

There was no objection.

## NAFTA—A ONCE-IN-A-GENERATION OPPORTUNITY

(Mr. RICHARDSON asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. RICHARDSON. Mr. Speaker, there are foreign policy crises and great international tension in Somalia and Haiti. Let us not create another crisis by rejecting the North American Free-Trade Agreement.

In recent weeks some Members have called for the rejection of this North American Free-Trade Agreement [NAFTA], in hopes that NAFTA could be renegotiated and then revisited by the Congress at another time.

Earlier this month, Mexico's President Carlos Salinas made his position on this issue very clear—if Congress fails to secure passage of NAFTA before the end of this year, the deal is off. No ifs, ands, or buts.

If NAFTA is defeated, an important economic and political window of opportunity will be lost for not just the United States, but the entire Western Hemisphere.

This was reaffirmed this weekend by a letter sent to President Clinton from the Presidents of 10 Latin American countries including Brazil, Ecuador, Paraguay, Peru, Uruguay, and Venezuela urging that NAFTA be supported by the United States.

President Salinas is right. The present agreement is the kind of opportunity that only presents itself once in a generation.

Contrary to what opponents say, if we nix this NAFTA, there will be little or no hope of renegotiating another deal later next year or for that matter in our lifetime.

While probably economically desirable, Mexico's nationalistic sentiment and historic mistrust of the United States will make any new deal politically impossible.

For this reason we owe it to ourselves to learn the facts about this NAFTA. This NAFTA is a good agreement.

This NAFTA will create—not eliminate—U.S. jobs.

This NAFTA will also help to strengthen American competitiveness vis-a-vis Europe and Japan.

So, let us not squander this unique opportunity. Let us pass this NAFTA and keep America No. 1.

## FEARING FEAR

(Mr. BALLENGER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. BALLENGER. Mr. Speaker, to paraphrase Franklin Roosevelt, the only thing we have to fear from NAFTA is fear itself.

The fear-mongers have had their day. They have painted this trade agreement in the bleakest, darkest, scariest terms.

But the bright light of truth takes away those fears.

NAFTA will not cause millions of jobs to flee to Mexico. NAFTA will stop the hemorrhaging of jobs to Mexico by eliminating the tariff incentive that companies currently have to move south of the border.

□ This symbol represents the time of day during the House proceedings, e.g., □ 1407 is 2:07 p.m.

Matter set in this typeface indicates words inserted or appended, rather than spoken, by a Member of the House on the floor.

By creating and expanding markets in Mexico, more than 200,000 jobs will be created in the United States thanks to NAFTA.

NAFTA will not hurt the environment. In fact, our only leverage to help Mexico implement their environmental laws comes with passing NAFTA.

Mr. Speaker, let us not fear any longer. Let's pass NAFTA and move on to a more productive era of relations with our neighbors.

#### LAUREL HEALTH SYSTEM OF WELLSBORO, PA—A MODEL HEALTH CARE DELIVERY SYSTEM FOR RURAL AREAS

(Mr. CLINGER asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. CLINGER. Mr. Speaker, while addressing the American Hospital Association's annual convention in August, Mrs. Clinton identified Laurel Health System of Wellsboro, PA, as a model health care delivery system for rural communities. Laurel Health System is a community-based, integrated health care network which has focused on providing preventive health care services to my constituents in Tioga County and surrounding areas since 1989.

Although flattered by Mrs. Clinton's recognition, Laurel CEO Bob Morris remains wary of the President's prescription for what ails our health care system. He is quick to point out that Laurel Health System was developed without additional Federal funds and in spite of Government interference.

According to the faint outline the White House has provided Congress, Mr. Morris has reason to be skeptical of the Clinton plan. It would create a new national health board to decide how much we can spend on health care; establish at least 50 politicized, regulatory State health alliances; grant sweeping new powers to the Departments of Labor, Treasury, and HHS; and cost \$700 billion over the next 5 years.

As White House policymakers scramble to piece together a final version of the Clinton plan, I urge the President to take a good look at true market-based approaches to health care reform, and, as Bob Morris knows, the success of the Laurel Health System is attributed to community based decisions, not Federal decisions.

#### HEALTH CARE REFORM DOES NOT NEED BUREAUCRACY

(Mr. THOMAS of Wyoming asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. THOMAS of Wyoming. Mr. Speaker, I, too, want to talk a little bit about health care. I am for health re-

form. I think we need to reform this area. I think we need to make some changes that really deal with people's problems and changes that are doable, something that can happen.

Mr. Speaker, I am very pleased that the President and Mrs. Clinton have raised this issue to a top priority, but I am beginning to think that the proposals put forth by the administration are the greatest threat to the likelihood that nothing is going to happen. It is because it creates whole new levels of bureaucracy, it creates entitlements far beyond what we have imagined with no way of paying for them, and basically it is a price control program that will be laid on the system at the end.

Mr. Speaker, what we need to do is make some fundamental changes, the kind that we can make, and we can make this fairly simple, fairly easy. We can reform insurance, we can make it portable, we can make it that no one is denied because of prior experience, we can make it so it is noncancellable, we can do tort reform to do something about costs, we can change administrative costs, and we can have coverage for everyone in this country in the private sector.

So, Mr. Speaker, I am hopeful that we do not kill the idea by trying to rip it out by its roots and replace it with bureaucracy.

#### HAVE YOU SEEN THIS PLAN

(Mr. EVERETT asked and was given permission to address the House for 1 minute and to revise and extend his remarks.)

Mr. EVERETT. Mr. Speaker, the Washington Post reports a recent poll found that 70 percent of Americans believe the President has not told the whole story on his health care plan.

□ 1210

Why should they not believe that? He did not tell the whole story when he made his speech on the budget. When they were asked how much they knew about the Clinton health care plan, only 17 percent said they knew a lot and 30 percent said they knew almost nothing at all about it.

Mr. Speaker, I say to my colleagues that that 30 percent must represent Congress because no one here has seen it. Weeks ago the President came to this very floor to address the Congress and the Nation to describe his health care plan. Now he just needs to find it.

The administration, Mr. Speaker, needs to halt its policy of pronouncement and pause, and of describe and delay. Mr. Speaker, we need to see that health care plan. We need to see it today.

#### PROTECT SOCIAL SECURITY'S RESERVES

(Mr. PORTER asked and was given permission to address the House for 1

minute and to revise and extend his remarks.)

Mr. PORTER. Mr. Speaker, Congress and the administration continue to irresponsibly spend the Social Security trust fund reserve to finance deficit spending. This abhorrent practice must be stopped now if we are to avoid a fiscal crisis of enormous proportions when the baby boom generation retires.

To that end, I have reintroduced legislation that would protect the reserve from Congress' profligacy, preserve it for future Social Security recipients and at the same time protect today's retirees.

Under the Porter plan, Social Security payroll taxes would be cut 1 percent each for employer and employee. The resulting revenues would be refunded annually and saved in mandatory, privately held IRA-type accounts established by all American workers which they would own, invest within established parameters and use to finance a retirement annuity to supplement their regular Social Security benefits. This plan would help ensure continuing, stable benefits for retirees, protect workers against horrendous payroll tax increases needed to finance future benefits, and boost personal investment and savings. At the same time, my plan would make vast amounts of new capital available to the private sector and spur business investment.

Mr. Speaker, the Porter plan is innovative entitlement reform which would strengthen our economy, protect today's Social Security retirees, and insure that tomorrow's have a Social Security system that is just as sound and secure as today's.

Mr. Speaker, I urge the Members to cosponsor H.R. 306.

#### COMMUNICATION FROM THE CLERK OF THE HOUSE

The SPEAKER pro tempore (Mr. MONTGOMERY) laid before the House the following communication from the Clerk of the U.S. House of Representatives:

WASHINGTON, DC,  
October 18, 1993.

Hon. THOMAS S. FOLEY,  
The Speaker, U.S. House of Representatives,  
Washington, DC.

DEAR MR. SPEAKER: Pursuant to the permission granted in Clause 5 of Rule III of the Rules of the U.S. House of Representatives, I have the honor to transmit a sealed envelope received from the White House on Friday, October 15, 1993 at 4:08 p.m. and said to contain a message from the President wherein he reports under section 8(b) of the Fishermen's Protective Act (Pelly Amendment) concerning Panama.

With great respect, I am,  
Sincerely yours,

DONALD K. ANDERSON,  
Clerk, House of Representatives.  
(By) W. RAYMOND COLLEY,  
Deputy Clerk.



**REPORT PURSUANT TO FISHERMEN'S PROTECTIVE ACT (PELLEY AMENDMENT) CONCERNING BAN ON CERTAIN PRODUCTS FROM PANAMA—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 103-151)**

The SPEAKER pro tempore laid before the House the following message from the President of the United States; which was read and, without objection, referred to the Committee on Merchant Marine and Fisheries and ordered to be printed:

*To the Congress of the United States:*

Pursuant to section 8(b) of the Fishermen's Protective Act of 1967, as amended (22 U.S.C. 1978(b)), generally known as the Pelly Amendment, I am notifying you that on August 18, 1993, in accordance with section 101(a) of the Marine Mammal Protection Act (MMPA), the Secretary of Commerce certified to me that a ban on the importation of yellowfin tuna and yellowfin tuna products from Panama has been in effect since December 22, 1992. This ban is the result of a finding by the Assistant Administrator for Fisheries, National Marine Fisheries Service, that Panama's marine mammal program was not comparable to that of the United States, as required by the MMPA.

By the terms of the MMPA, such certification is deemed to be a certification for the purposes of the Pelly Amendment, which requires that I consider and, at my discretion, order the prohibition of imports into the United States of any products from the certified country to the extent that such prohibition is sanctioned by the General Agreement on Tariffs and Trade. The Pelly Amendment also requires that I report to the Congress any actions taken under this subsection and, if no import prohibitions have been ordered, the reasons for this action.

After thorough review, I have determined that additional sanctions against Panama will not be imposed at this time. The Government of Panama is currently engaged in developing a marine mammal program that is comparable to that of the United States. The results of these efforts should be evident in an anticipated annual report and request for a finding of comparability for 1994 from Panama.

WILLIAM J. CLINTON,  
THE WHITE HOUSE, October 15, 1993.

**ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE**

The SPEAKER pro tempore. Pursuant to the provisions of clause 5 of rule I, the Chair announces that he will postpone further proceedings today on each motion to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote is objected to under clause 4 of rule XV.

Such rollcall votes, if postponed, will be taken on Tuesday, October 19, 1993.

**DESIGNATING "ARKANSAS BEACH" IN ALASKA IN COMMEMORATION OF DEFENSE OF THE ALEUTIAN ISLANDS DURING WORLD WAR II**

Mr. VENTO. Mr. Speaker, I move to suspend the rules and pass the Senate joint resolution (S.J. Res. 78) designating the beach at 53 degrees 53'51"N, 166 degrees 34'15"W to 53 degrees 53'48"N, 166 degrees 34'21"W on Hog Island, which lies in the Northeast Bay of Unalaska, Alaska as "Arkansas Beach" in commemoration of the 206th regiment of the National Guard, who served during the Japanese attack on Dutch Harbor, Unalaska on June 3 and 4, 1942.

The Clerk read as follows:

S.J. RES. 78

Whereas it is commonly overlooked that the Aleutian Islands are the only part of American territory in history to be invaded and overtaken by an enemy;

Whereas, during World War II, an Arkansas National Guard Regiment, the 206th Coast Artillery, served diligently and bravely on Hog Island, Unalaska;

Whereas the 206th Coast Artillery Regiment of Arkansas was guarding Dutch Harbor during the time of the Japanese attack;

Whereas, during the Japanese invasion of Dutch Harbor, three young soldiers of the 206th Coast Artillery Unit were killed;

Whereas the city of Unalaska, Alaska has passed Res. 92-28, designating the beach at 53 degrees 53'51"N, 166 degrees 34'15"W to 53 degrees 53'48"N, 166 degrees 34'21"W on Hog Island, Unalaska as "Arkansas Beach"; and

Whereas the State of Alaska has passed Sen. Con. Res. 37, as sent to the State Geographic Board, which names this beach "Arkansas Beach": Now, therefore, be it

*Resolved by the Senate and House of Representatives of the United States of America in Congress assembled,* That the beach at 53 degrees 53'51"N, 166 degrees 34'15"W to 53 degrees 53'48"N, 166 degrees 34'21"W on Hog Island, Unalaska be named "Arkansas Beach" in commemoration of the 206th Coast Artillery Regiment and the men who served and died during the air attacks on Dutch Harbor, Unalaska on June 3 and 4, 1942.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Minnesota [Mr. VENTO] will be recognized for 20 minutes, and the gentleman from California [Mr. CALVERT] will be recognized for 20 minutes.

The Chair recognizes the gentleman from Minnesota [Mr. VENTO].

GENERAL LEAVE

Mr. VENTO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks in the RECORD on the Senate joint resolution now under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Minnesota?

There was no objection.

Mr. VENTO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of Senate Joint Resolution 78 which des-

ignates a beach in Alaska as "Arkansas Beach" in recognition of the actions of the Arkansas National Guard during World War II.

In June 1942, Japanese forces launched an air attack on Dutch Harbor, in Alaska's Aleutian Islands. An Arkansas National Guard regiment, the 206th Coast Artillery, stationed at this location, fought valiantly in the defense of Dutch Harbor. Three members of the Arkansas National Guard lost their lives in this serious air attack on North America during a critical stage of World War II.

Because of the fierce resistance at Dutch Harbor, the Japanese were forced to divert forces which would have otherwise been allocated to the battle of Midway, where the U.S. victory was a major milestone in the war.

Senate Joint Resolution 78 naming the beach commemorates this Aleutian Island battle, at nearby Hog Island "Arkansas Beach" as a tribute to the Arkansas National Guard members who served and died during the attack on Dutch Harbor.

This resolution is not controversial. It passed the Senate by voice vote on July 21. A companion House resolution has been introduced by Representative THORNTON of Arkansas who has championed the effort to recognize the contributions of the Arkansas National Guard. In addition, the State legislatures of both Alaska and Arkansas have endorsed the naming of "Arkansas beach" to honor the guard and its members who served in the conflict.

Mr. Speaker, I urge my colleagues' support for the resolution.

Mr. Speaker, I wish to commend the gentleman from Arkansas [Mr. THORNTON] and the Arkansas delegation for their support of this resolution, and at the appropriate time I will yield time to the gentleman from Arkansas [Mr. THORNTON].

Mr. Speaker, I reserve the balance of my time.

Mr. CALVERT. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of suspending the rules and adopting Senate Joint Resolution 78. This legislation, reported with the unanimous consent of the Natural Resources Committee, would rename a beach on Hog Island, AK, "Arkansas Beach" in commemoration of the valiant efforts of the sons of Arkansas who defended American territory during the Japanese invasion of the Aleutian Islands in World War II.

Hog Island was defended by the men of the 206th Coast Artillery Regiment of the Arkansas National Guard, and three of their number gave the supreme sacrifice for the defense of the Aleutians. This past summer marked the 50th anniversary of the Japanese invasion of Alaska, designed as a feint to mislead CINCPAC—Commander in Chief, Pacific—away from the Japanese invasion of Midway Island. As all

know, the battle of Midway proved to be a turning point in the war in the Pacific, and the diversion of Japanese resources to the Aleutian campaign contributed significantly to their resounding defeat at the hands of U.S. sailors and airmen.

It is only fitting, then, that with the support of the Alaska State Legislature, we rename this beach in Unalaska, AK, after the soldiers who defended the U.S. mainland. This legislation is of no cost to taxpayers, and is a small token of appreciation from a grateful Nation for their sacrifices.

I would be remiss if I did not mention the strong support this legislation has received from Congressman JAY DICKEY of Arkansas. As Arkansas' only member on the committee, he deserves the credit for stewarding this bill through under an expedited procedure. I urge the Members to support it.

Mr. Speaker, I yield back the balance of my time.

Mr. VENTO. Mr. Speaker, I commended the gentleman from Arkansas [Mr. THORNTON] earlier for his efforts on this issue, and I am sure that he has some unique observations to add to this process.

Mr. Speaker, I yield such time as he may consume to the gentleman from Arkansas [Mr. THORNTON].

Mr. THORNTON. Mr. Speaker, I thank the chairman of the subcommittee for bringing this measure forward, and I thank the gentleman from California [Mr. CALVERT] for his support of this commemorative resolution.

I rise in support of Senate Joint Resolution 78, which is identical to House Joint Resolution 201, which I introduced, with the cosponsorship of other members of the Arkansas and Alaska delegations on May 20, 1993.

Mr. Speaker, in 1812 U.S. territories were occupied for a time by a foreign power. This did not happen again for 130 years until 1942, when during the War of the Pacific, the Aleutian Islands of Attu and Kiska were occupied by the Japanese.

□ 1220

Mr. Speaker, my colleagues have mentioned the importance of this measure, but I must tell you that the Aleutian campaign is not remembered as the most important engagement of World War II, but from a historical perspective its significance is indisputable. During this campaign, in an attempt to distract American forces, the Aleutians were attacked by Japan at a time when Japan's resources could have been better deployed in the war-determining Battle of Midway. The Aleutian campaign was far more than a footnote in history.

Last year, many veterans from my home State of Arkansas attended a commemoration of the 1,700 members of the 206th Coast Artillery Regiment of the Arkansas National Guard who

were given the responsibility of defending a part of the Aleutian chain of islands near Dutch Harbor. At this 50-year reunion, the citizens of Dutch Harbor and the State of Alaska decided it would be appropriate to rename the South Beach on Hog Island that was defended by this Arkansas National Guard unit to "Arkansas Beach."

Among those defenders were three Arkansans who made the supreme sacrifice for their country—Sgt. James Arthur Allen of West Helena, Cpl. John Falls Bowen of Altheimer, and Sgt. Cecil Kenneth Dix of Little Rock—but the sacrifice was shared by all who fought in adverse conditions against a greatly superior force.

On May 10, 1992, the State of Alaska honored their sacrifice by renaming the South Beach on Hog Island to "Arkansas Beach." We are asking today that the Congress of the United States recognize the valor of this National Guard force and the generous spirit of the people of Alaska who wish to commemorate these brave men.

From a technical standpoint this action is required so that all future maps may indicate that the South Beach is officially known as "Arkansas Beach" in honor of the brave Arkansans who fought there 50 years ago. In a larger sense, this action is appropriate so that heroism and sacrifice are applauded, not only when action is at center stage, but also when it occurs without much notice in out-of-the-way places like Hog Island, AK.

Sacrifice and valor are part of a seamless web which binds us together and transforms values, like freedom and security, from ideals into reality. I ask my colleagues to approve this resolution.

Mr. Speaker, I thank the gentleman for yielding.

Mr. DICKEY. Mr. Speaker, I wish to stress today my strong support for Senate Joint Resolution 78, the Arkansas Beach resolution, which designates a portion of a beach in Alaska's Aleutian Islands as Arkansas Beach.

This resolution commemorates the Americans who gave their lives defending part of the only American Territory that was invaded by the Japanese—or any United States enemy—during World War II. Among those who made the ultimate sacrifice for their country during this part of the war were members of the Arkansas National Guard assigned to the 206th Coast Artillery Regiment.

The area was a small portion of the Aleutian Islands called "Hog Island" at Unalaska, AK. On June 3 and 4, 1942, the brave members of the 206th Coast Artillery unit were guarding Dutch Harbor, when the Japanese attacked by air. Three members of that Arkansas National Guard unit died on the beach during the attack.

The city of Unalaska and the State of Alaska have both adopted resolutions designating the Hog Island beach on which the men died as "Arkansas Beach."

Mr. Speaker, these three members of Arkansas National Guard gave the ultimate sac-

rifice—their lives—in order to preserve the ideals and principles of the Constitution. It is only fitting that they, and the others who served with them, be honored with this resolution.

Ms. LAMBERT. Mr. Speaker, I rise today to speak on a matter of great importance to the people in my home State of Arkansas. I join my esteemed colleagues, Representatives RAY THORNTON, JAY DICKEY, TIM HUTCHINSON, and DON YOUNG, in support of naming and dedicating a portion of the beach on Hog Island in Unalaska, AK, in honor of three Arkansans who died there during a Japanese air attack in World War II.

We propose naming the area Arkansas Beach in honor of Arkansans Sgt. James Arthur Allen, Cpl. John Falls Bowen, and Sgt. Cecil Kenneth Dix, who drowned on the south beach of Hog Island. These three Arkansans bravely served with the 206th Coast Artillery Regiment of the National Guard during the attack on Dutch Harbor June 3 and 4, 1942. Naming the beach would be a fitting tribute to these three men who gave their lives and to all 1,700 Arkansas guardsmen who served and fought at Dutch Harbor between August 1941 and late 1943.

Recognizing that the city of Unalaska and the State of Alaska have passed resolutions in support of naming this area Arkansas Beach, I hereby encourage my colleagues in the House of Representatives to join me in this final step toward honoring the Arkansans who served at Hog Island. This token of our respect and admiration is a small measure of recognition for those who died and those who served our country so valiantly.

Mr. HUTCHINSON. Mr. Speaker, I applaud the action of the Congress today in passing Senate Joint Resolution 78, honoring those brave Arkansans who defended American territory from Japanese attack during World War II. These heroes fought, and several died, defending just a tiny corner of the United States in the Aleutian Islands, but their contribution was much larger than the act of merely defending an outpost. They defended American soil itself during a crucial period in the war with Japan, and during the only time in this century when United States territory would come under foreign occupation.

The Alaska Legislature has already named the south beach of Hog Island in the Aleutian chain "Arkansas Beach" in honor of Sgt. James Arthur Allen, Cpl. John Falls Bowen, and Sgt. Cecil Kenneth Dix, who died during the Japanese attack on the island, and the other members of the 206th Coast Artillery Regiment of the Arkansas National Guard who served their country in the Aleutians. This resolution by the Congress rightly directs the Department of the Interior to designate the south beach of Hog Island "Arkansas Beach" on all relevant Federal records, in accordance with the action of the Alaska Legislature.

In so doing, we recognize that the heroism and selflessness of those who gave their lives during World War II is not confined to the dramatic and fateful battles of the Pacific or the much-celebrated liberation of Europe, but is perhaps best illustrated by the quiet but dogged determination of three men far from home and outside the limelight, who gave their lives in a remote place with no expectation of glory.



Senate Joint Resolution 78 honors not just these heroes from my home State of Arkansas, but all those Americans who considered the cause of freedom to be higher than their own survival, whose love of country transcended even their love of life. In recognizing the bravery of those who fell at Arkansas Beach, we remember all 1,700 members of the Arkansas National Guard assigned the unromantic but important duty of defending the Aleutian chain from the forces of tyranny. I strongly support the passage of this legislation.

Mr. VENTO. Mr. Speaker, I commend the gentleman for his comments and his research on this matter, as well as his work in terms of bringing the measure to the floor for our action on this commemorative.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. MONTGOMERY). The question is on the motion offered by the gentleman from Minnesota [Mr. VENTO] that the House suspend the rules and pass the Senate joint resolution, S.J. Res. 78.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended, and the Senate joint resolution was passed.

A motion to reconsider was laid on the table.

#### RED RIVER DESIGNATION ACT OF 1993

Mr. VENTO. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 914) to amend the Wild and Scenic Rivers Act to designate certain segments of the Red River in Kentucky as components of the national wild and scenic rivers system, and for other purposes, as amended.

The Clerk read as follows:

H.R. 914

*Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,*

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Red River Designation Act of 1993".

#### SEC. 2 FINDINGS.

Congress finds that—

(1) the natural, scenic, and recreational qualities of the Red River in Kentucky are unique and irreplaceable resources; and

(2) the majority of the Red River corridor is within the Red River National Geologic area, which contains sedimentary rock formations unique to Kentucky and the United States, and should therefore be preserved for public enjoyment.

#### SEC. 3. DESIGNATION OF RIVER.

Section 3(a) of the Wild and Scenic Rivers Act (16 U.S.C. 1274(a)) is amended by adding at the end the following new paragraph:

"(A) RED RIVER, KENTUCKY.—The 19.4-mile segment of the Red River extending from the Highway 746 Bridge to the School House Branch, to be administered by the Secretary of Agriculture in the following classes:

"(i) The 9.1-mile segment known as the 'Upper Gorge' from the Highway 746 Bridge

to Swift Camp Creek, as a wild river. This segment is identified as having the same boundary as the Kentucky Wild River.

"(ii) The 10.3-mile segment known as the 'Lower Gorge' from Swift Camp Creek to the School House Branch, as a recreational river.

"(B) There are authorized to be appropriated such sums as are necessary to carry out this paragraph."

#### SEC. 4. LIMITATION.

Nothing in this Act, or in the amendment to the Wild and Scenic Rivers Act made by this Act, shall be construed as authorizing any acquisition of any scenic easement that without the consent of such landowner would affect any regular use of relevant lands that was exercised prior to the acquisition of such easement.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Minnesota [Mr. VENTO] will be recognized for 20 minutes, and the gentleman from California [Mr. CALVERT] will be recognized for 20 minutes.

The Chair recognizes the gentleman from Minnesota [Mr. VENTO].

#### GENERAL LEAVE

Mr. VENTO. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks, and include therein extraneous material, on H.R. 914, the bill now under consideration.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Minnesota?

There was no objection.

Mr. VENTO. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, H.R. 914 is a bill by the gentleman from Kentucky [Mr. ROGERS] that would designate two segments of the Red River in that Commonwealth of Kentucky as components of the National Wild and Scenic Rivers System.

These segments, known as the "Upper Gorge" and "Lower Gorge", are located in the Daniel Boone National Forest. They were studied by the Forest Service, which found them eligible and suitable for such designation, and in January of this year then-president Bush recommended that they be so designated.

The Red River Gorge area provides habitat for rare wildlife populations, and supporters a warm-water fishery. It is also noted for an impressive array of diverse wildflowers and is marked by "towering rock formations" and natural bridges and includes significant Native American cultural sites and provides notable opportunities for canoeing, hiking, and camping.

The Natural Resources Committee adopted some amendments to more closely conform the bill to the normal terms of the Wild and Scenic Rivers Act, and also an amendment by the gentleman from Utah [Mr. HANSEN], to reiterate the provisions of the Wild and Scenic Rivers Act that any scenic easements that the National Government might acquire on lands within the des-

ignated areas would not affect existing uses of the lands without the owners consent. Because 50 percent or more of the lands above the high-water mark on both sides of the affected segments are already owned by the United States, section 6(B) of the Wild and Scenic Rivers Act would itself generally prohibit use of condemnation to acquire fee title to lands within the segment boundaries.

Mr. Speaker, the gentleman from Kentucky should be commended for taking this initiative to further protect these special segments of the Red River. His bill, as reported from our committee, is a noncontroversial and desirable measure that deserves the overwhelming approval of the House.

Mr. Speaker, I reserve the balance of my time.

Mr. CALVERT. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 914 that was introduced by my good friend from Kentucky, Mr. ROGERS. This legislation would add two segments of Kentucky's Red River to the National Wild and Scenic Rivers System. Both these segments have been studied extensively by the Forest Service and recommended for designation.

H.R. 914 has already been described in detail by Chairman VENTO. I would only like to point out that although I support Mr. VENTO's intent in clarifying the condemnation language, I prefer the language in the original bill and in the Senate bill which placed a total ban on condemnation of private property.

Since over 50 percent of the lands within the river corridors are publicly owned, the Wild and Scenic Rivers Act prevents condemnation in fee. However, there is no limitation on condemning lands through scenic easements. Although the Forest Service has statistics that show it rarely uses condemnation, the threat of condemnation is the hammer that forces most small landowners into becoming willing sellers to the Federal Government. As a result, these people never show up in the agency statistics even though they have lost their property.

I thank Chairman VENTO and Mr. ROGERS for their fine work on this bill and am cautiously optimistic that the Senate language regarding condemnation will ultimately be enacted.

I urge my colleagues to support H.R. 914.

Mr. Speaker, I yield such time as he may consume to the gentleman from Kentucky [Mr. ROGERS].

Mr. ROGERS. Mr. Speaker, I rise in support of H.R. 914, legislation I introduced to designate some 19 miles of the Red River in Kentucky as components of the National Wild and Scenic River System—making it the only Wild and Scenic River in the Commonwealth.

I want to thank the subcommittee chairman, Mr. VENTO for moving this bill to the House floor so quickly.

The Red River is one of America's most magnificent and unspoiled treasures.

The river links a strong and vibrant people to the land in a way that should be protected for generations to come.

The Red River is a unique place of solitude and magnificent splendor.

The cavernous overhangs, chimney rocks, towering cliffs, and natural bridges that line the upper gorge have long inspired hikers, campers, rafters, and outdoor enthusiasts from around the Nation.

Panoramic views of the palisades and cliffs attract over 300,000 visitors a year to the upper gorge with its extensive 45-mile trail network and prehistoric Indian rock shelters and artifacts.

In contrast, the lower gorge is noted for its tranquil waters, lush shoreline, abundant wild flowers, and thick forests.

During the 19th century, the area was heavily logged. But the trees have grown back. And today, beech, oak, pine, birch, hickory, dogwood, and maple layer the thick forest canopy.

Mr. Speaker, for the people of Wolfe, Menifee, and Powell Counties the Red River is more than a unique archaeological and biological area—it is home to family farms and strong community ties.

The people of these counties have worked hard to protect the land.

This measure goes a long way to ensure that they will be equal partners at the table when it comes time to maintaining a strong rural economy.

The bill ensures that landowners can continue farming, grazing cattle, and working their land just as they are now.

And under the Wild and Scenic Rivers Act, landowners must be fully compensated for their holdings if they choose to sell to the Federal Government.

Mr. Speaker, unless there is a willing seller, the Government is powerless to condemn property along the Red River in fee title. That gives peace of mind to landowners along the river corridor and it is integral to the Wild and Scenic Rivers Act.

The long-term protection of the Red River Gorge will provide a promising economic future for the residents of this tri-county area.

Tourism is big business in Kentucky. And wild and scenic designation will allow for development of recreational facilities along the Red River.

Canoe excursions, guided tours, and interpretive centers will help support the local economy, promoting the Red River Gorge as the crown jewel of the Daniel Boone National Forest.

Finally, Mr. Speaker, I want to give special thanks to my ranking member Mr. HANSEN for his work to restore my language prohibiting condemnation on easements during committee markup of H.R. 914.

He has done outstanding work on this issue, and I am hopeful that we can restore that added measure of protection during conference action.

In all, Mr. Speaker, the legislation will go a long way to protect the Red River Gorge and the preserve the rich heritage of the land and the people for generations to come.

Mr. Speaker, I urge members to pass H.R. 914 and designate the Red River as a National Wild and Scenic River.

□ 1230

Mr. CALVERT. Mr. Speaker, I yield back the balance of my time.

Mr. VENTO. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. MONTGOMERY). The question is on the motion offered by the gentleman from Minnesota [Mr. VENTO] that the House suspend the rules and pass the bill, H.R. 914.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

#### COMMEMORATING 60TH ANNIVERSARY OF THE INTERNATIONAL RESCUE COMMITTEE

Mr. LANTOS. Mr. Speaker, I move to suspend the rules and concur in the Senate concurrent resolution (S. Con. Res. 47) to recognize the International Rescue Committee for its great humanitarian endeavors.

The Clerk read as follows:

S. CON. RES. 47

Whereas the International Rescue Committee, which this year is marking the sixtieth anniversary of its founding, is a beacon of hope for the world's refugees, displaced by war, civil insurrection, ethnic conflict, political and religious persecution and famine;

Whereas in crisis after crisis—in Europe, Central America, Africa, and Asia—the field staff of the International Rescue Committee is often the first relief support on site to ease the suffering of refugees by stabilizing health conditions with critically needed sanitation, health care, and medical assistance;

Whereas the programs of the International Rescue Committee are also concerned with improving the quality of life for refugees by preparing them for a productive future through educating children and building new skills among adults;

Whereas often and whenever possible, programs implemented by the International Rescue Committee are ultimately turned over to the refugees themselves after they have been well trained by International Rescue Committee staff and volunteers;

Whereas the International Rescue Committee was founded in 1933 as a nonsectarian response to the increasing horrors of Nazi Germany;

Whereas as the need for humanitarian assistance expanded, so has the International Rescue Committee's commitment to refugees;

Whereas throughout the world, from Bosnia to Somalia, from Cambodia to El Salvador, the International Rescue Committee continues to aid refugees with medical assistance, shelter, food, and skills-training;

Whereas the International Rescue Committee also helps in repatriation or resettlement to assist refugees in starting their life anew;

Whereas in its sixty years of service, the International Rescue Committee has not only provided for victims of brutality and for those suffering from natural disasters with services essential for survival and the means to rebuild their lives, but also has given them reason to have renewed optimism in the compassion and goodwill of their fellow human beings; and

Whereas October 15, 1993, the sixtieth anniversary of the founding of the International Rescue Committee, is an appropriate day on which to give recognition to the International Rescue Committee for its great humanitarian endeavors: Now, therefore, be it

*Resolved by the Senate (the House of Representatives concurring),* That on the occasion of the sixtieth anniversary of the founding of the International Rescue Committee, the Congress hereby recognizes the International Rescue Committee for its great humanitarian endeavors.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from California [Mr. LANTOS] will be recognized for 20 minutes, and the gentleman from Nebraska [Mr. BEREUTER] will be recognized for 20 minutes.

The Chair recognizes the gentleman from California [Mr. LANTOS].

Mr. LANTOS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, the International Rescue Committee is marking the 60th anniversary of its founding. It has been a beacon of hope for the world's refugees, for people displaced by the war, civil insurrection, ethnic conflict, political and religious persecution and famine.

In crisis after crisis, Mr. Speaker, in Europe, in this hemisphere, in Africa and in Asia, the International Rescue Committee has attempted to ease the suffering of refugees by stabilizing their health conditions with critically needed sanitation, health care, and medical assistance.

This invaluable humanitarian organization has also been concerned about improving the quality of life for refugees by preparing them for a productive future through educating their children and building new skills among adults.

Throughout the globe, from Bosnia to Somalia and from Cambodia to El Salvador, the International Rescue Committee has provided aid to men and women and children with medical assistance, shelter, food, and skills training. It has also provided for victims of brutality, for those suffering from natural disasters, with services essential for their survival and with the means to rebuild their lives.

It has also given them reason to have renewed optimism in the compassion and good will of their fellow human beings.

This organization was founded in the early 1930's and concerned itself initially only with refugees from Hitler's



Germany. But its work has expanded, and it covers people of all faiths, all groups, all ethnic backgrounds, without any differentiation of any type whatsoever.

Last Thursday, Mr. Speaker, the Senate passed this resolution, and I urge my colleagues to do so here in the House, to recognize 60 years of humanitarian endeavors on the part of one of the finest organizations dealing with human suffering across the globe.

Mr. Speaker, I reserve the balance of my time.

Mr. BEREUTER. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, as ranking minority member on the Subcommittee on International Security, International Organizations, and Human Rights, this Member rises in support for Senate Concurrent Resolution 47, commemorating the 60th anniversary of the founding of the International Rescue Committee. This is a straightforward resolution which the minority fully supports.

What we are in fact commemorating today is the dignity of the human spirit. This resolution commemorates the willingness of courageous men and women to come to the aid of the oppressed.

Founded in large part through the leadership of Albert Einstein in 1933 in response to the growing brutality and intolerance that was the hallmark of the fascist movement, the International Rescue Committee facilitated the escape of tens of thousands of Hitler's victims. Since that time, the IRC has consistently worked to help those displaced by war, political and religious persecution, famine, and disaster.

For six decades, the IRC has aided refugees around the globe—in Europe, Central and South America, Africa, and Asia. Wherever there has been suffering, the IRC has been in the forefront of providing assistance. In the Horn of Africa, for example, IRC doctors and field staff have been credited with easing the suffering of hundreds of thousands of displaced persons. During the height of the civil war in El Salvador, the IRC managed 23 health clinics and 7 nutrition centers.

The IRC has an extraordinary record of providing timely, cost-effective assistance. Indeed, a recent edition of *Money* magazine cited the IRC as the best managed major charity in the Nation, with 94.9 percent of the budget being spent directly on refugees. This is an extraordinary record that is also worthy of commendation.

Mr. Speaker, this Member would commend the Chairman of the Committee on Foreign Affairs, the gentleman from Indiana [Mr. HAMILTON], and the ranking member, the gentleman from New York [Mr. GILMAN] for their support and help in expediting this resolution. This Member would especially congratulate and commend my

friend, the distinguished gentleman from California [Mr. LANTOS], for introducing the House version of this resolution, and for working so effectively to insure its timely consideration. The passage of this resolution is certainly consistent with his deep and abiding commitment and interest in the field of human rights.

Mr. Speaker, House Concurrent Resolution 158, which this body was originally scheduled to consider and which is identical to Senate Concurrent Resolution 47, was adopted unanimously by the Committee on Foreign Affairs last Thursday. Consequently, this Member urges adoption of Senate Concurrent Resolution 47.

□ 1240

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. LANTOS. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I want to thank my distinguished Republican friend, the gentleman from Nebraska [Mr. BEREUTER], the ranking Republican on the Subcommittee on International Security, International Organizations, and Human Rights of the Committee on Foreign Affairs, for his unflagging support for humanitarian endeavors across the globe.

I also want to thank the gentleman from Indiana [Mr. HAMILTON], the chairman of the Committee on Foreign Affairs, and the gentleman from New York [Mr. GILMAN], the ranking Republican, for their support in this endeavor.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. MONTGOMERY). The question is on the motion offered by the gentleman from California [Mr. LANTOS] that the House suspend the rules and concur in the Senate concurrent resolution (S. Con. Res. 47).

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the Senate concurrent resolution was concurred in.

A motion to reconsider was laid on the table.

#### GENERAL LEAVE

Mr. LANTOS. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on Senate Concurrent Resolution 47, the Senate concurrent resolution just concurred in.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from California?

There was no objection.

#### AUTHORIZING USE OF THE CAPITOL BUILDING AND GROUNDS FOR COMMEMORATING THE 200TH ANNIVERSARY OF LAYING OF THE CORNERSTONE OF THE CAPITOL

Ms. NORTON. Mr. Speaker, I move to suspend the rules and agree to the concurrent resolution (H. Con. Res. 146) authorizing the use of the Capitol building and grounds for events to commemorate the 200th anniversary of the laying of the cornerstone of the Capitol.

The Clerk read as follows:

H. CON. RES. 146

*Resolved by the House of Representatives (the Senate concurring).*

#### SECTION 1. USE OF CAPITOL BUILDING AND GROUNDS.

The Commission on the bicentennial of the United States Capitol (hereinafter in this resolution referred to as the "Commission") may use the Capitol building and grounds on October 23, 1993, or on such other date as the Speaker of the House of Representatives and the President pro tempore of the Senate may jointly designate, for events to commemorate the 200th anniversary of the laying of the cornerstone of the Capitol.

#### SEC. 2. TERMS AND CONDITIONS.

The events referred to in section 1 shall be free of admission charge to the public and arranged under conditions to be prescribed by the Architect of the Capitol and the Capitol Police Board.

#### SEC. 3. EVENT PREPARATIONS.

(a) STRUCTURES AND EQUIPMENT.—Subject to the approval of the Architect of the Capitol, the Commission is authorized to erect upon the Capitol grounds such stages, sound amplification devices, and other related structures and equipment as may be required for the events referred to in section 1.

(b) ADDITIONAL ARRANGEMENTS.—The Architect of the Capitol and the Capitol Police Board are authorized to make any such additional arrangements, including the use of voluntary and uncompensated staff and services, as may be required to carry out the events referred to in section 1.

(c) REPRESENTATIONS.—The Architect of the Capitol shall take such actions as may be necessary to ensure that sponsors of the events referred to in section 1 do not make representations that such sponsorship in any way constitutes an endorsement by the Federal Government.

The SPEAKER pro tempore. Pursuant to the rule, the gentlewoman from the District of Columbia [Ms. NORTON] will be recognized for 20 minutes, and the gentleman from Wisconsin [Mr. PETRI] will be recognized for 20 minutes.

The Chair recognizes the gentlewoman from the District of Columbia [Ms. NORTON].

Ms. NORTON. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, House Concurrent Resolution 146 would ensure that this important event in American history is appropriately commemorated. To this end, Congress has already established a Commission on the Bicentennial of the United States Capitol. The Commission is to oversee activities that will honor

this special 200th anniversary of the laying of the cornerstone of the Capitol Building and bring the event to the attention of the public. The Commission is chaired by the majority and minority leaders of the Senate and the House Speaker and minority leader. In conjunction with the anniversary celebration, the statue Freedom will be returned to the Capitol dome. While the restoration of this magnificent statue is not directly related to the anniversary of the Capitol cornerstone, congressional leaders decided to combine these two important and historic events.

The activities will be free of charge. They will be planned in cooperation with the Architect of the Capitol and the Capitol Police board. This celebration will mark a very special occasion in American history, and I urge adoption of House Concurrent Resolution 146. Doing so will make sure the celebration is successful and honors our proud history.

Mr. Speaker, I reserve the balance of my time.

Mr. PETRI. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of House Concurrent Resolution 146, a resolution to authorize the use of the Capitol Grounds for the 200th anniversary of the laying of the cornerstone of the U.S. Capitol. This event, scheduled for October 23, 1993, will include the return of the Statue of Freedom to the top of the Capitol dome.

This statute, a 15,000 pound bronze, cast in the 1860's, has been atop the dome for 130 years. On May 9, 1993, the statue was removed by helicopter and placed in the east plaza for cleaning and restoration. This has been successfully completed, and the statue is ready for another 130 years of sentinel duty on the dome.

The ceremony Saturday will include the poet laureate, Rita Dove, who will deliver "Lady Freedom Among U.S." The bipartisan congressional leadership will take part in the ceremony as will the Chief Justice of the Supreme Court, William Rehnquist.

I urge my colleagues to support this resolution to allow this worthwhile event, which will be open to the public and free of charge.

Mr. Speaker, I urge enactment of this legislation.

Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. MINETA. Mr. Speaker, I rise in support of House Concurrent Resolution 146 to authorize the Commission on the Bicentennial of the United States Capitol to use the Capitol Building and Grounds on October 23, 1993, for events to commemorate the 200th anniversary of the laying of the cornerstone of the building.

Distinguished guests, cannon salutes, and theatrical and musical entertainment will mark the bicentennial celebration this Saturday and

the public is invited to take part in the festivities.

This 200th anniversary will be celebrated in conjunction with the helicopter airlift of the 19-foot Statue of Freedom back atop the Capitol dome. The statue, removed from its pedestal May 9, underwent its first restoration since it was crafted over 130 years ago.

Featured speakers for the day include noted author and historian, David McCullough, who will serve as the master of ceremonies and poet laureate, Rita Dove, who will deliver "Lady Freedom Among Us," written especially for the occasion. The Chief Justice of the U.S. Supreme Court, William H. Rehnquist, will be on hand to commemorate the Capitol as the first home of the Supreme Court. House and Senate leaders will also speak.

In addition to the honored guests, an historical reenactment of the laying of the cornerstone will occur and military bands will perform. The ceremony will conclude with a cannon salute for each of the 50 States and the District of Columbia.

Mr. Speaker, this is an historical event and I urge support for this resolution.

Ms. NORTON. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentlewoman from the District of Columbia [Ms. NORTON] that the House suspend the rules and agree to the concurrent resolution.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the concurrent resolution was agreed to.

A motion to reconsider was laid on the table.

#### GENERAL LEAVE

Ms. NORTON. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days in which to revise and extend their remarks on House Concurrent Resolution 146, the concurrent resolution just agreed to.

The SPEAKER pro tempore. Is there objection to the request of the gentlewoman from the District of Columbia?

There was no objection.

#### COMMUNICATION FROM LEONARD P. WISHART III, DIRECTOR, NON-LEGISLATIVE AND FINANCIAL AFFAIRS

The SPEAKER pro tempore laid before the House the following communication from Leonard P. Wishart III, Director, Non-Legislative and Financial Services, U.S. House of Representatives:

NON-LEGISLATIVE AND  
FINANCIAL SERVICES,

Washington, DC, October 14, 1993.

Hon. THOMAS S. FOLEY,  
Speaker, U.S. House of Representatives, Washington, DC.

DEAR MR. SPEAKER: This is to formally notify you pursuant to Rule L (50) of the Rules of the House that the Office of Finance has

been served with a subpoena issued by the United States District Court for the District of Columbia.

After consultation with the General Counsel to the House, I have determined that compliance with the subpoena is consistent with the privileges and precedents of the House.

Sincerely,

LEONARD P. WISHART III,  
Director.

#### COMMUNICATION FROM THE HONORABLE CHARLIE ROSE, MEMBER OF CONGRESS

The SPEAKER pro tempore laid before the House the following communication from Hon. CHARLIE ROSE, Member of Congress:

COMMITTEE ON HOUSE ADMINISTRATION,  
Washington, DC, October 14, 1993.

Hon. THOMAS S. FOLEY,  
Speaker, U.S. House of Representatives, Washington, DC.

DEAR MR. SPEAKER: This is to formally notify you pursuant to Rule L of the Rules of the House that the Committee on House Administration has been served with a subpoena issued by the United States District Court for the District of Columbia.

After consultation with the General Counsel to the House, I have determined that compliance with the subpoena is not inconsistent with the privileges and precedents of the House.

Sincerely,

CHARLIE ROSE,  
Chairman.

#### COMMUNICATION FROM HON. TIM HUTCHINSON, MEMBER OF CONGRESS

The SPEAKER pro tempore laid before the House the following communication from Hon. TIM HUTCHINSON, Member of Congress:

HOUSE OF REPRESENTATIVES,  
Washington, DC, October 14, 1993.

Hon. THOMAS FOLEY,  
Speaker, U.S. House of Representatives, Washington, DC.

DEAR MR. SPEAKER: This is to notify you pursuant to Rule L of the Rules of the House that I have been served with a subpoena issued by the Municipal Court of the City of Fort Smith, Arkansas.

After consultation with the General Counsel, I will notify you of my determinations as required by the Rule.

Sincerely,

TIM HUTCHINSON,  
Member of Congress.

#### CONFERENCE REPORT ON H.R. 2750

Mr. CARR submitted the following conference report and statement on the bill (H.R. 2750) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1994, and for other purposes:

CONFERENCE REPORT (H. REPT. 103-300)

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H.R. 2750) "making appropriations for the Department of Transportation and related agencies,



for the fiscal year ending September 30, 1994, and for other purposes," having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the House recede from its amendments numbered 28, 37, 40, 42, 43, 58, 61, 63, 64, 81, 82, 83, 84, 85, 113, 115, 117, 123, 146, 152, 153, 161, 162, 165, 166, 169, 170, 173, 174, 178, 179, 181, 183, 184, and 187.

That the House recede from its disagreement to the amendments of the Senate numbered 18, 19, 20, 22, 24, 25, 39, 44, 49, 55, 69, 75, 76, 77, 78, 79, 80, 86, 87, 89, 94, 95, 96, 97, 105, 108, 112, 116, 119, 120, 121, 126, 141, 148, 151, 156, 157, 160, 164, and 167, and agree to the same.

#### Amendment numbered 27:

That the House recede from its disagreement to the amendment of the Senate numbered 27, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$2,570,000,000*; and the Senate agree to the same.

#### Amendment numbered 30:

That the House recede from its disagreement to the amendment of the Senate numbered 30, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$327,500,000*; and the Senate agree to the same.

#### Amendment numbered 31:

That the House recede from its disagreement to the amendment of the Senate numbered 31, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$95,300,000*; and the Senate agree to the same.

#### Amendment numbered 32:

That the House recede from its disagreement to the amendment of the Senate numbered 32, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$49,685,000*; and the Senate agree to the same.

#### Amendment numbered 34:

That the House recede from its disagreement to the amendment of the Senate numbered 34, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$96,400,000*; and the Senate agree to the same.

#### Amendment numbered 38:

That the House recede from its disagreement to the amendment of the Senate numbered 38, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$22,600,000*; and the Senate agree to the same.

#### Amendment numbered 41:

That the House recede from its disagreement to the amendment of the Senate numbered 41, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$4,580,518,000*; and the Senate agree to the same.

#### Amendment numbered 48:

That the House recede from its disagreement to the amendment of the Senate numbered 48, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$198,000,000*; and the Senate agree to the same.

#### Amendment numbered 50:

That the House recede from its disagreement to the amendment of the Senate numbered 50, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$1,690,000,000*; and the Senate agree to the same.

#### Amendment numbered 51:

That the House recede from its disagreement to the amendment of the Senate numbered 51, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$468,856,000*; and the Senate agree to the same.

#### Amendment numbered 52:

That the House recede from its disagreement to the amendment of the Senate numbered 52, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$168,475,000*; and the Senate agree to the same.

#### Amendment numbered 57:

That the House recede from its disagreement to the amendment of the Senate numbered 57, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named in said amendment insert: *\$12,800,000*; and the Senate agree to the same.

#### Amendment numbered 59:

That the House recede from its disagreement to the amendment of the Senate numbered 59, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named in said amendment insert: *\$6,400,000*; and the Senate agree to the same.

#### Amendment numbered 62:

That the House recede from its disagreement to the amendment of the Senate numbered 62, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$48,236,000*; and the Senate agree to the same.

#### Amendment numbered 65:

That the House recede from its disagreement to the amendment of the Senate numbered 65, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$12,011,000*; and the Senate agree to the same.

#### Amendment numbered 66:

That the House recede from its disagreement to the amendment of the Senate numbered 66, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$2,435,000*; and the Senate agree to the same.

#### Amendment numbered 67:

That the House recede from its disagreement to the amendment of the Senate numbered 67, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$17,000,000*; and the Senate agree to the same.

#### Amendment numbered 68:

That the House recede from its disagreement to the amendment of the Senate numbered 68, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$44,420,000*; and the Senate agree to the same.

#### Amendment numbered 71:

That the House recede from its disagreement to the amendment of the Senate numbered 71, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$225,000,000*, to remain available until expended; and the Senate agree to the same.

#### Amendment numbered 72:

That the House recede from its disagreement to the amendment of the Senate numbered 72, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$546,700,000*; and the Senate agree to the same.

#### Amendment numbered 90:

That the House recede from its disagreement to the amendment of the Senate numbered 90, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$48,125,000*; and the Senate agree to the same.

#### Amendment numbered 91:

That the House recede from its disagreement to the amendment of the Senate numbered 91, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$92,250,000*; and the Senate agree to the same.

#### Amendment numbered 98:

That the House recede from its disagreement to the amendment of the Senate numbered 98, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$24,090,000*; and the Senate agree to the same.

#### Amendment numbered 99:

That the House recede from its disagreement to the amendment of the Senate numbered 99, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment insert the following: *\$800,000 for the Cleveland Dual Hub Corridor Project; \$9,500,000 for the Boston, Massachusetts to Portland, Maine Commuter Rail Project; ; and the Senate agree to the same.*

#### Amendment numbered 100:

That the House recede from its disagreement to the amendment of the Senate numbered 100, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$40,000,000*; and the Senate agree to the same.

#### Amendment numbered 101:

That the House recede from its disagreement to the amendment of the Senate numbered 101, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$39,000,000*; and the Senate agree to the same.

#### Amendment numbered 102:

That the House recede from its disagreement to the amendment of the Senate numbered 102, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment insert the following: *\$62,500,000 for the New Jersey Urban Core; ; and the Senate agree to the same.*

#### Amendment numbered 103:

That the House recede from its disagreement to the amendment of the Senate numbered 103, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: *\$170,000,000*; and the Senate agree to the same.

#### Amendment numbered 104:

That the House recede from its disagreement to the amendment of the Senate numbered 104, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: \$3,600,000; and the Senate agree to the same.

**Amendment numbered 107:**

That the House recede from its disagreement to the amendment of the Senate numbered 107, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: \$15,500,000; and the Senate agree to the same.

**Amendment numbered 109:**

That the House recede from its disagreement to the amendment of the Senate numbered 109, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment insert the following: \$36,700,000 for the Pittsburgh Busway Projects; \$65,000,000 for the New York Queens Connection Project; and the Senate agree to the same.

**Amendment numbered 110:**

That the House recede from its disagreement to the amendment of the Senate numbered 110, and agree to the same with an amendment, as follows:

In lieu of the sum named in said amendment insert: \$3,000,000; and the Senate agree to the same.

**Amendment numbered 111:**

That the House recede from its disagreement to the amendment of the Senate numbered 111, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: \$83,500,000; and the Senate agree to the same.

**Amendment numbered 114:**

That the House recede from its disagreement to the amendment of the Senate numbered 114, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: \$3,000,000; and the Senate agree to the same.

**Amendment numbered 118:**

That the House recede from its disagreement to the amendment of the Senate numbered 118, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment insert the following: \$2,800,000 for preliminary engineering only for the Twin Cities Central Corridor Project; \$23,500,000 for the Maryland Commuter Rail Project; and the Senate agree to the same.

**Amendment numbered 129:**

That the House recede from its disagreement to the amendment of the Senate numbered 129, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: \$10,765,000; and the Senate agree to the same.

**Amendment numbered 130:**

That the House recede from its disagreement to the amendment of the Senate numbered 130, and agree to the same with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment insert the following: Kentucky Corridor B and West Virginia Corridor L; and the Senate agree to the same.

**Amendment numbered 131:**

That the House recede from its disagreement to the amendment of the Senate numbered 131, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: \$57,000,000; and the Senate agree to the same.

**Amendment numbered 132:**

That the House recede from its disagreement to the amendment of the Senate num-

bered 132, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows:

**CUMBERLAND GAP TUNNEL PROJECT**

For expenses necessary for the Cumberland Gap Tunnel Project, as authorized by section 1069(c) of Public Law 102-240, \$6,000,000.

And the Senate agree to the same.

**Amendment numbered 135:**

That the House recede from its disagreement to the amendment of the Senate numbered 135, and agree to the same with an amendment, as follows:

In lieu of the sum named in said amendment insert: \$1,600,000; and the Senate agree to the same.

**Amendment numbered 136:**

That the House recede from its disagreement to the amendment of the Senate numbered 136, and agree to the same with an amendment, as follows:

In lieu of the sum named in said amendment insert: \$9,800,000; and the Senate agree to the same.

**Amendment numbered 137:**

That the House recede from its disagreement to the amendment of the Senate numbered 137, and agree to the same with an amendment, as follows:

In lieu of the sum named in said amendment insert: \$3,200,000; and the Senate agree to the same.

**Amendment numbered 138:**

That the House recede from its disagreement to the amendment of the Senate numbered 138, and agree to the same with an amendment, as follows:

In lieu of the sum named in said amendment insert: \$2,500,000; and the Senate agree to the same.

**Amendment numbered 139:**

That the House recede from its disagreement to the amendment of the Senate numbered 139, and agree to the same with an amendment, as follows:

In lieu of the sum named in said amendment insert:

**MANASSAS BATTLEFIELD BYPASS**

For 75 percent of the expenses necessary for the Manassas Battlefield highway projects, as authorized by section 10004(d) of Public Law 100-647, \$3,000,000.

And the Senate agree to the same.

**Amendment numbered 144:**

That the House recede from its disagreement to the amendment of the Senate numbered 144, and agree to the same with an amendment, as follows:

In lieu of the sum named in said amendment insert: \$6,279,000; and the Senate agree to the same.

**Amendment numbered 145:**

That the House recede from its disagreement to the amendment of the Senate numbered 145, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: \$19,376,000; and the Senate agree to the same.

**Amendment numbered 147:**

That the House recede from its disagreement to the amendment of the Senate numbered 147, and agree to the same with an amendment, as follows:

In lieu of the sum proposed in said amendment insert: \$16,927,000; and the Senate agree to the same.

**Amendment numbered 168:**

That the House recede from its disagreement to the amendment of the Senate numbered 168, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of "SEC. 330." named in said amendment, insert: SEC. 329.

And the Senate agree to the same.

**Amendment numbered 171:**

That the House recede from its disagreement to the amendment of the Senate numbered 171, and agree to the same with an amendment, as follows:

Restore the matter stricken by said amendment, amended to read as follows:

SEC. 333. None of the funds made available in this Act may be expended by an entity unless the entity agrees that in expending the funds the entity will comply with sections 2 through 4 of the Act of March 3, 1933 (41 U.S.C. 10a-10c; popularly known as the "Buy American Act").

And the Senate agree to the same.

The committee of conference report in disagreement amendments numbered 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 21, 23, 26, 29, 33, 35, 36, 45, 46, 47, 53, 54, 56, 60, 70, 73, 74, 88, 92, 93, 106, 122, 124, 125, 127, 128, 133, 134, 140, 142, 143, 149, 150, 154, 155, 158, 159, 163, 172, 175, 176, 177, 180, 182, 185, and 186.

**BOB CARR,**

**RICHARD J. DURBIN,**

**MARTIN OLAV SABO,**

**DAVID E. PRICE,**

**RONALD D. COLEMAN,**

**THOMAS M. FOGLETTA,**

**WILLIAM H. NATCHER,**

**FRANK R. WOLF,**

**TOM DELAY,**

**RALPH REGULA,**

**JOSEPH M. McDADE,**

**Managers on the Part of the House.**

**FRANK R. LAUTENBERG,**

**ROBERT C. BYRD,**

**TOM HARKIN,**

**BARBARA A. MIKULSKI,**

**ALFONSE M. D'AMATO,**

**PETE V. DOMENICI,**

**MARK O. HATFIELD,**

**ARLEN SPECTER,**

**Managers on the Part of the Senate.**

**JOINT EXPLANATORY STATEMENT OF THE COMMITTEE OF CONFERENCE**

The managers on the part of the House and the Senate at the conference on the disagreeing votes of the two Houses on amendments of the Senate to the bill (H.R. 2750) making appropriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1994, and for other purposes, submit the following joint statement to the House and the Senate in explanation of the effect of the action agreed upon by the managers and recommended in the accompanying conference report.

**CONGRESSIONAL DIRECTIVES**

The conferees agree that Executive Branch propensities cannot substitute for Congress' own statements concerning the best evidence of Congressional intentions—that is, the official reports of the Congress. Report language included by the House that is not changed by the report of the Senate, and Senate report language that is not changed by the conference is approved by the committee of conference. The statement of the managers, while repeating some report language for emphasis, is not intended to negate the language referred to above unless expressly provided herein.

**PROGRAM, PROJECT AND ACTIVITY**

During fiscal year 1994, for the purposes of the Balanced Budget and Emergency Deficit Control Act of 1985 (Public Law 99-177), as amended, with respect to funds provided for the Department of Transportation and related agencies, the terms "program, project and



activity" shall mean any item for which a dollar amount is contained in an appropriation Act (including joint resolutions providing continuing appropriations) or accompanying reports of the House and Senate Committees on Appropriations, or accompanying conference reports and joint explanatory statements of the committee of conference. In addition, the reductions made pursuant to any sequestration order to funds appropriated for "Federal Aviation Administration, Facilities and equipment" and for "Coast Guard, Acquisition, construction, and improvements" shall be applied equally to each "budget item" that is listed under said accounts in the budget justifications submitted to the House and Senate Committees on Appropriations as modified by subsequent appropriation Acts and accompanying committee reports, conference reports, or joint explanatory statements of the committee of conference. The conferees recognize that adjustments to the above allocations may be required due to changing program requirements or priorities. The conferees expect any such adjustment, if required, to be accomplished only through the normal reprogramming process.

#### TITLE I—DEPARTMENT OF TRANSPORTATION

##### OFFICE OF THE SECRETARY

###### IMMEDIATE OFFICE OF THE SECRETARY

Amendment No. 1: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which appropriates \$1,173,000 for the Immediate Office of the Secretary. The House bill contained no similar appropriation.

###### IMMEDIATE OFFICE OF THE DEPUTY SECRETARY

Amendment No. 2: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which appropriates \$481,000 for the Immediate Office of the Deputy Secretary. The House bill contained no similar appropriation.

###### OFFICE OF THE GENERAL COUNSEL

Amendment No. 3: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which appropriates \$7,667,000 for the Office of the General Counsel. The House bill contained no similar appropriation.

Amendment No. 4: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which provides \$150,000 for the payment of legal expenses of certain former employees of the White House Travel Office.

Office of the Assistant Secretary for Transportation Policy

Amendment No. 5: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which appropriates \$2,410,000 for the Office of the Assistant Secretary for Transportation Policy. The House bill contained no similar appropriation.

###### OFFICE OF THE ASSISTANT SECRETARY FOR AVIATION AND INTERNATIONAL AFFAIRS

Amendment No. 6: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which appropriates \$8,000,000 for the Office of the Assistant Secretary for Aviation and International Affairs. The House bill contained no similar appropriation.

###### OFFICE OF THE ASSISTANT SECRETARY FOR BUDGET AND PROGRAMS

Amendment No. 7: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which appropriates \$2,826,000 for the Office of the Assistant Secretary for Budget and Programs, including not to exceed \$60,000 for official reception and representation expenses. The House bill contained no similar proposition.

###### OFFICE OF THE ASSISTANT SECRETARY FOR GOVERNMENTAL AFFAIRS

Amendment No. 8: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: \$2,100,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$2,100,000 for the office of the assistant secretary for governmental affairs instead of \$2,225,000 as proposed by the Senate. The House bill contained no similar appropriation.

###### OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

Amendment No. 9: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert:

###### OFFICE OF THE ASSISTANT SECRETARY FOR ADMINISTRATION

For necessary expenses of the Office of the Assistant Secretary for Administration, \$27,066,000.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$27,066,000 for the office of the assistant secretary for administration instead of \$33,794,000 available until expended proposed by the Senate. The House bill contained no similar appropriation.

The conference agreement includes the following changes to the budget request:

Travel: hold to fiscal year 1993 level .....	-\$15,000
Hold training/executive development to fiscal year 1993 level .....	-40,000
New cost accounting standards development .....	-250,000
Financial data analysis .....	-50,000
On-site financial management activities .....	-4,000
Delete travel for information resource management reviews .....	-7,000
Secretary's mess .....	-140,000
DAFIS research and development .....	-6,417,000

*Advanced automation system oversight.*—The conferees have adopted the Senate language concerning oversight of the Federal Aviation Administration's advanced automation system (AAS). However, the conferees are aware of concerns about cost overruns, schedule delays and the potential for conflict of interest in FAA's monitoring and management of this program. Therefore, in order to achieve an independent, ongoing oversight of the AAS program, the conferees direct the Department of Transportation Inspector Gen-

eral to monitor the program on a continuous basis and report as frequently as necessary to the Office of the Secretary on these issues. As a matter of routine, these reports should also be provided to the House and Senate Appropriations Committees.

###### OFFICE OF PUBLIC AFFAIRS

Amendment No. 10: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: \$1,355,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$1,355,000 for the office of public affairs instead of \$1,338,000 as proposed by the Senate. The House bill contained no similar appropriation.

###### EXECUTIVE SECRETARIAT

Amendment No. 11: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: \$900,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$900,000 for the executive secretariat instead of \$901,000 as proposed by the Senate. The House bill contained no similar appropriation.

###### CONTRACT APPEALS BOARD

Amendment No. 12: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which appropriates \$602,000 for necessary expenses of the Contract Appeals Board.

###### OFFICE OF CIVIL RIGHTS

Amendment No. 13: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which appropriates \$1,430,000 for the Office of Civil Rights as proposed by the Senate. The House bill contained no similar appropriation.

*Consolidation of civil rights offices.*—The conferees do not agree with the consolidation of all civil rights activities as proposed in the report of the House Committee on Appropriations. However, the conferees expect the department to study this proposal further, to determine whether such action would be beneficial in the future.

###### OFFICE OF SMALL AND DISADVANTAGED BUSINESS UTILIZATION

Amendment No. 14: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which appropriates \$934,000 for the Office of Small and Disadvantaged Business Utilization and provides that funds available for the Minority Business Resource Center may be used for business opportunities related to any mode of transportation.

###### OFFICE OF INTELLIGENCE AND SECURITY

Amendment No. 15: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: \$1,000,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$1,000,000 for the office of intelligence and security instead of \$1,214,000 as proposed by the Senate. The House bill contained no similar appropriation.

#### TRANSPORTATION PLANNING, RESEARCH, AND DEVELOPMENT

Amendment No. 16: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: \$9,232,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes funding as proposed by the Senate plus additional funding for departmental accounting and financial information systems research and development activities. The House bill contained no similar appropriation.

#### OFFICE OF COMMERCIAL SPACE TRANSPORTATION OPERATIONS AND RESEARCH

Amendment No. 17: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the first sum named in said amendment, insert: \$4,700,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$4,700,000 for operations and research of the office of commercial space transportation instead of \$4,990,000 as proposed by the Senate. The House bill contained to similar appropriation. The conference agreement also provides that \$1,500,000 of the funds shall remain available until expended, and that up to \$200,000 in user fees for regulatory services may be credited to this appropriation, as proposed by the Senate. The House bill contained no similar provision.

#### WORKING CAPITAL FUND

Amendment No. 18: Limits obligations for the working capital fund to \$93,000,000 as proposed by the Senate instead of \$92,220,000 as proposed by the House.

#### PAYMENTS TO AIR CARRIERS

##### (LIQUIDATION OF CONTRACT AUTHORIZATION) (AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 19: Appropriates \$33,423,077 in liquidating cash as proposed by the Senate instead of \$15,540,000 as proposed by the House.

Amendment No. 20: Limits obligations to \$33,423,077 as proposed by the Senate instead of zero as proposed by the House.

Amendment No. 21: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which provides that none of the funds in this Act shall be available for payments to air carriers in the forty-eight contiguous states for service points located less than seventy highway miles from the nearest large or medium hub airport, or that require a per passenger subsidy greater than \$200, unless such point is greater than 210 miles from the nearest large or medium hub airport, as proposed by the Senate. The House bill contained no similar provision.

*Subsidy elimination criteria.*—The conferees have adopted the Senate proposal which

makes ineligible for federal subsidy those communities in the 48 contiguous states located fewer than 70 highway miles from the nearest large or medium hub airport, or that require a rate of subsidy per passenger in excess of \$200, except for points greater than 210 miles from the nearest large or medium hub airport. The conferees note that the communities listed in the Senate report that would be eliminated under this recommendation are simply illustrative. The conferees are aware of concerns expressed by a few of the communities contained in the Senate's list, and recognize that a community may fall outside the 70 mile radius based on the most current mileage data, or that average daily enplanements may have increased and per passenger subsidies decreased dramatically since last year. In these cases, such communities may have been listed in the Senate report that would not necessarily lose service. The conferees expect the Department of Transportation, to the extent possible, in determining which communities are to be eliminated from the program to use current data and to afford communities threatened with the loss of essential air service subsidies time to comment and a process that enables them to refute the findings of the Department, if necessary.

#### MINORITY BUSINESS RESOURCE CENTER PROGRAM

Amendment No. 22: Appropriates \$300,000 for the cost of direct loans as proposed by the Senate instead of \$180,000 as proposed by the House.

Amendment No. 23: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which provides that of the amount appropriated for direct loans, \$120,000 shall be derived from unobligated balances of the Office of Small and Disadvantaged Business Utilization. The House bill contained no similar provision.

Amendment No. 24: Provides a limitation on gross obligations for the principal amount of direct loans of \$7,500,000 as proposed by the Senate instead of \$4,500,000 as proposed by the House.

Amendment No. 25: Appropriates \$400,000 for administrative expenses to carry out the direct loan program as proposed by the Senate instead of \$220,000 as proposed by the House.

Amendment No. 26: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which provides that of the amount appropriated for administrative costs, \$180,000 shall be derived from unobligated balances of the Office of Small and Disadvantaged Business Utilization. The House bill contained no similar provision.

#### COAST GUARD

##### OPERATING EXPENSES

Amendment No. 27: Appropriates \$2,570,000,000 for Coast Guard operating expenses instead of \$2,555,695,000 as proposed by the House and \$2,590,083,000 as proposed by the Senate.

The conference agreement includes the following changes to the budget request:

Mass transit subsidy benefit .....	- \$1,217,000
Headquarters and field operations, maintenance and administration .....	- 4,000,000
Vessel identification system (VIDS) .....	- 135,000
Shore facility construction follow-on .....	- 769,000

Information resource management .....	- 1,900,000
"Work/life" initiatives .....	- 1,750,000
Uninspected fishing vessel inspection program .....	- 187,000
Supplies and materials .....	- 2,500,000
Oil spill cleanups—federally funded .....	- 1,000,000
Drug interdiction activities .....	- 9,000,000
Recruiting .....	- 866,000
Coast Guard Academy .....	- 600,000
Loran Station Kargaburun, Turkey .....	- 1,700,000
Headquarters administration .....	- 2,800,000
C-130 operating costs .....	- 1,177,000
Retained personnel resources .....	- 3,270,000
Personnel account adjustment .....	- 4,000,000
Permanent change of station allowance .....	- 850,000
Marine environmental protection follow-on .....	- 80,000
Air Station Washington, D.C. .....	- 1,232,000
Non-pay cost of living adjustment .....	- 2,897,000
Bonus cuts (PMRS) .....	- 935,000
Container inspection program .....	+ 1,836,000
Marine inspection program .....	+ 1,282,000

*Information resource management.*—The conferees direct that, in administering the \$1,650,000 funding increase provided for information resource management above the fiscal year 1993 level, the Coast Guard carry out all expenditures anticipated under the budget request relating to the marine information safety and law enforcement (MISLE) project.

*Container inspection and marine inspection programs.*—The conference agreement provides half year funding for the 76 billets associated with the container inspection program and 33 billets associated with the marine inspection resources initiative. Consistent with usual budgeting procedures, the conferees expect these billets to be annualized in the Coast Guard's fiscal year 1995 budget request.

*East Tawas, Michigan search and rescue station.*—The conferees do not agree with the direction of the House to close the search and rescue station in East Tawas, Michigan.

*Air Station Washington, D.C.*—The conferees have reduced the budget request for the operation and maintenance of Air Station Washington, D.C. by \$1,232,000 instead of \$3,935,000 as proposed by the Senate, and have agreed under amendment number 36 that any proceeds from the sale of aircraft VC-11A should be credited to the "Acquisition, construction, and improvements" appropriation and utilized for the procurement of global positioning system equipment for Coast Guard aircraft. The conferees are aware of a proposal to transfer an executive aircraft from the Air Force's existing inventory to the Coast Guard. The conferees do not agree with the Senate direction explicitly requiring the sale of the VC-11A and VC-4A aircraft. Instead, this decision is left up to the Department of Transportation and the Coast Guard. However, the conferees assume that the sale of VC-11A will take place if an Air Force aircraft is transferred to the Coast Guard. Consistent with the Coast Guard's current aircraft deployment plans, the conferees understand that the VC-4A aircraft will be used as a logistics aircraft operating out of Air Station Miami. The conference agreement includes funding for operation



and maintenance of the VC-4A out of Air Station Miami, and for the VC-11A or another aircraft to meet that requirement, to be operated out of Andrew Air Force Base, Maryland.

**Amendment No. 28:** Limits the number of Coast Guard aircraft on hand at any one time to 223 as proposed by the House instead of 221 as proposed by the Senate.

**Amendment No. 29:** Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, insert:

*That of the funds provided under this head, not less than \$6,000,000 in work currently scheduled to be conducted at the Coast Guard Yard is to be awarded based upon a competitive solicitation of both public and private shipyards: Provided further, That the Commandant shall reduce both military and civilian employment*

*levels for the purpose of complying with Executive Order No. 12839.*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement requires \$6,000,000 in work scheduled for the Coast Guard Yard to be conducted after a competition between public and private shipyards. The House bill required that \$8,000,000 in vessel maintenance and overhaul work will be competed. The Senate bill contained no similar provision. In addition, the agreement includes language proposed by the Senate requiring the Coast Guard to reduce both military and civilian employment levels for the purpose of complying with Executive Order 12839. The House bill contained no similar provision.

**Coast Guard Yard.**—The conference agreement opens \$6,000,000 of work scheduled to be performed at the Coast Guard Yard to a competitive solicitation of both public and private shipyards. The managers intend this so-

licitation to be undertaken by the Coast Guard as a pilot project to identify whether cost efficiencies may be achieved. The managers recognize the high quality of work performed at the Yard, which recently won the Commandant's Quality Award, and emphasize that the Yard remains fully eligible to bid for this work.

#### ACQUISITION, CONSTRUCTION, AND IMPROVEMENTS

**Amendment No. 30:** Appropriates \$327,500,000 for Acquisition, construction, and improvements instead of \$310,700,000 as proposed by the House and \$354,690,000 as proposed by the Senate. The conferees also approve reprogrammings totaling \$8,400,000, which result in overall program resources of \$335,900,000 for fiscal year 1994.

A table showing the distribution of this appropriation by project as included in the fiscal year 1994 budget estimate, House bill, Senate bill, and conference agreement follows:

		COAST GUARD		
		FISCAL YEAR 1994		
ACQUISITIONS, CONSTRUCTION, AND IMPROVEMENTS				
(Dollars in thousands)				
	FY 1994			CONFERENCE
	ESTIMATE	HOUSE BILL	SENATE BILL	AGREEMENT
I. VESSELS				
A. ACQUIRE VESSELS AND EQUIPMENT:				
1. Survey and design-cutters and boats	\$500	\$500	\$500	\$500
2. Seagoing buoy tender (WLB) replacement	45,000	9,000	41,490	30,900
3. Coastal buoy tender (WLM) replacement	1,700	1,700	1,350	1,350
4. 47-ft. motor lifeboat (MLB) replacement	1,000	1,000	....	.....
5. Buoy boat (BUSL) replacement	1,500	1,500	750	750
6. Polar icebreaker follow-on	3,700	3,700	3,700	3,700
7. Configuration management	3,400	3,400	2,000	2,000
8. Shipboard command and control system	3,600	3,600	2,500	2,500
9. Surface ship radars	5,600	5,600	2,200	4,400
10. FT4A gas turbine logistics support	3,000	3,000	3,000	3,000
11. Polar class replacement main propulsion monitoring and control system (MCAM)	3,000	3,000	3,000	3,000
B. REPAIR, RENOVATE OR IMPROVE EXISTING VESSELS AND SMALL BOATS:				
1. 210-ft. medium endurance cutter (WMEC)--Major maintenance availability (MMA)	43,200	43,200	43,200	43,200
C. REPROGRAMMINGS:				
1. Mackinaw rehabilitation to WLB program			(1,100)	(1,100)
2. Motor lifeboat acquisition to WLB program			(710)	.....
3. Icebreaker RIP project to WLB program			(4,700)	(4,700)
TOTAL	115,200	79,200	103,690	95,300
II. AIRCRAFT				
1. Operation Bahamas turks and Caicos (OPBAT)-helicopter--Phase IV	55,200	10,200	55,200	40,000
2. Traffic alert and collision avoidance system (TCAS)-Phase II	4,200	4,200	4,200	4,200
3. Global positioning system installation-Phase IV	1,800	2,000	800	1,400
4. Aircraft cockpit voice/flight data recorders-Phase IV	1,500	1,500	785	785
5. HH-65 helicopters/HU-25 fixed wing simulator upgrade	1,300	1,300	1,300	1,300
6. Austere logistics aircraft purchase	3,400	3,400	....	....
7. HH-65 helicopter-transmission gearbox upgrade	4,500	4,500	2,000	2,000
TOTAL	71,900	27,100	64,285	49,685
III. OTHER EQUIPMENT				
1. Systems to automate and integrate logistics (SAIL)	6,600	6,600	2,800	2,800
2. Defense logistics modernization	3,900	3,900	2,400	2,400
3. Differential global positioning system	6,600	6,600	6,600	6,600
4. Buoy replacement project	1,000	1,000	....	....



		COAST FISCAL YEAR	GUARD 1994	
	ACQUISITIONS,	CONSTRUCTION, AND IMPROVEMENTS		
		(Dollars in thousands)		
	FY 1994 ESTIMATE	HOUSE BILL	SENATE BILL	CONFERENCE AGREEMENT
5. Communication stations automation-Phase III	2,000	2,000	2,000	2,000
6. Resource information system for health services program	3,200	3,200	....	1,900
7. Personnel management information system/joint uniform military pay system II-Phase III	1,200	1,200	1,200	1,200
8. Vessel traffic services (VTS) 2000	27,600	6,600	20,200	12,600
9. Vessel traffic services (VTS) upgrade and expansion project	4,400	4,400	4,400	4,400
10. Marine information for safety and law enforcement (MISLE)	5,300	5,300	4,600	4,600
11. Conversion of application software--Phase I	2,000	2,000	2,000	2,000
12. Vessel traffic services equipment replacement projects	3,000	3,000	3,000	3,000
13. Minor AC&I automated information system projects	1,900	1,900	....	1,000
TOTAL	68,700	47,700	50,200	44,500
IV. SHORE FACILITIES AND AIDS TO NAVIGATION				
A. SHORE-GENERAL:				
1. Survey and design of various shore projects	13,000	13,000	12,300	12,300
2. Minor AC&I shore construction projects	8,000	8,000	8,000	8,000
B. SHORE-AIR STATIONS:				
1. Aquadilla, Puerto Rico--Air Station Borinquen drive-through rinse rack/fuel farm	6,300	6,300	6,300	6,300
2. Air Station Miami, Florida upgrade--Phase II	8,200	8,200	....	....
3. Air Station Sitka, Alaska--aids to navigation support building	3,000	3,000		3,000
C. SHORE-SUPPLY CENTERS/SUPPORT CENTERS/COAST GUARD YARDS:				
1. Support center San Pedro, California-- medical/dental building	4,500	4,500	4,500	4,500
2. Coast Guard Yard Curtis Bay, Maryland--ship handling facility-Phase I	5,000	5,000	5,000	5,000
3. Support center Kodiak, Alaska--community center	1,500	1,500	1,500	1,500
4. Support center Kodiak, Alaska--cold storage facility	4,600	4,600	4,600	4,600
5. Support center Seattle, Washington-- reconstruct pier 37	10,000	10,000	....	....
6. Support center Elizabeth City, North Carolina--realign perimeter road	2,800	2,800	2,800	2,800
D. SHORE-PERSONNEL SUPPORT FACILITIES:				
Public family quarters	22,000	22,000	21,500	22,000
E. SHORE-GROUPS/BASES/STATIONS/MSOs:				
1. Group North Bend, Oregon--medical/dental building	2,900	2,900	2,900	2,900
2. Communications are master station Atlantic- -Portsmouth, Virginia-expand transmitter building	4,400	4,400	4,400	4,400

		COAST FISCAL YEAR	GUARD 1994	
	ACQUISITIONS,	CONSTRUCTION,	AND IMPROVEMENTS	
		(Dollars in thousands)		
	FY 1994 ESTIMATE	HOUSE BILL	SENATE BILL	CONFERENCE AGREEMENT
3. Group Port Angeles, Washington-- medical/dental building	3,300	3,300	3,300	3,300
4. Station Provincetown, Massachusetts-- replace wave barrier	1,300	1,300	....	....
5. Natchez, Mississippi--replace mooring facility	3,100	3,100	500	500
F. TRAINING CENTERS:				
1. Training center Cape May, New Jersey-- enlarge child development center	2,000	2,000	2,000	2,000
2. Training center Cape May, New Jersey-- modify recruit barracks-Phase II	3,900	3,900	3,900	3,900
3. Training center Cape May, New Jersey-- renovate enlisted unaccompanied housing	3,900	3,900	3,900	3,900
G. AIDS TO NAVIGATION FACILITIES:				
1. Waterways short range aids projects	4,000	4,000	4,000	4,000
2. Overseas Ioran closure	1,500	1,500	1,500	1,500
H. REPROGRAMMINGS:				
1. Station East Tawas to Shore facilities & ATON	....	....	(700)	....
2. Portsmouth housing to Shore fac. & ATON	....	....	(500)	....
3. MSO Houston to Shore facilities & ATON	....	....	(2,600)	(2,600)
TOTAL	119,200	119,200	95,900	96,400
V. PERSONNEL AND RELATED SUPPORT				
Personnel and related support	39,000	37,500	40,615	41,615
TOTAL APPROPRIATION	414,000	310,700	354,690	327,500



Amendment No. 31: Provides \$95,300,000 to acquire, repair, renovate or improve vessels, small boats and related equipment instead of \$79,200,000 as proposed by the House and \$103,690,000 as proposed by the Senate.

The conference agreement includes \$30,900,000 in new budget authority and \$5,800,000 from the reallocation of previous funding for the seagoing buoy tender (WLB) program. It is the conferees' understanding that this funding will be adequate to purchase one tender and provide for necessary program support in fiscal year 1994.

Amendment No. 32: Provides \$49,685,000 to acquire new aircraft and increase aviation capacity instead of \$27,100,000 as proposed by the House and \$64,285,000 as proposed by the Senate.

The conferees recommend \$40,000,000 for the Operation Bahamas, Turks, and Caicos (OPBAT) helicopter program—phase IV. This amount will provide for necessary spares and support and the purchase of the final two HH-60 helicopters. This will allow a total of ten helicopters for this effort. The administration has a review of the nation's drug interdiction effort underway. In light of this and the questions raised by many of the effectiveness of drug interdiction efforts overall, the conferees emphasize that this represents the final funding for the purchase of OPBAT helicopters.

Amendment No. 33: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$44,500,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement provides \$44,500,000 for other equipment instead of \$47,700,000 as proposed by the House and \$50,200,000 as proposed by the Senate.

Amendment No. 34: Provides \$96,400,000 for shore facilities and aids to navigation facilities instead of \$119,200,000 as proposed by the House and \$95,900,000 as proposed by the Senate.

The conference agreement includes \$500,000 for the Natchez, Mississippi, mooring facility replacement project. In addition, the conferees direct that \$2,600,000 of funds previously allocated for the marine safety office, Houston and no longer needed for that purpose be applied to the Natchez facility.

Amendment No. 35: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$41,615,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement provides \$41,615,000 for personnel compensation and benefits and related costs instead of \$37,500,000 as proposed by the House and \$40,615,000 as proposed by the Senate. The amount provided reflects a proper reallocation of \$4,000,000 from the operating expenses account, offset by anticipated savings of \$1,000,000. The conferees agree that the resources provided will support a level of approximately 670 full time equivalent personnel.

Amendment No. 36: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the matter inserted by said amendment, insert: *Provided, That funds received from the sale of the VC-11A aircraft shall be credited to this appropriation for the purpose of acquiring new aircraft and increasing aviation capacity.*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

#### (RESCISSION)

Amendment No. 37: Rescinds \$20,000,000 of the funds appropriated in Public Law 102-388, as proposed by the House. The Senate had proposed no rescission.

#### ENVIRONMENTAL COMPLIANCE AND RESTORATION

Amendment No. 38: Appropriates \$22,600,000 for environmental compliance and restoration instead of \$22,100,000 as proposed by the House and \$23,000,000 as proposed by the Senate. The reduction of \$457,000 from the administration's request may be allocated at the Coast Guard's discretion.

#### ALTERATION OF BRIDGES

Amendment No. 39: Appropriates \$12,940,000 for alteration or removal of obstructive bridges as proposed by the Senate instead of \$5,940,000 as proposed by the House. The conference agreement assumes the allocation of funds as stated in the budget request.

The conference agreement restores funding for the Sidney Lanier Bridge in Georgia and the Chelsea Street Bridge in Massachusetts, which are both highway bridges. The House had deleted funding for these bridges, stating that highway bridges should be funded, if necessary, out of the Federal Highway Administration's bridge program funds, and not out of Coast Guard funds. The conferees have restored these funds in order to avoid sudden disruption to the two projects in question. However, the conferees agree that future federal funds for these and other highway bridges deemed to be an obstruction to maritime navigation will not be funded out of the "Alteration of bridges" appropriation. The conferees agree that the Coast Guard appropriation should be reserved for railroad bridges, which have no other form of federal financing.

#### RESEARCH, DEVELOPMENT, TEST, AND EVALUATION

Amendment No. 40: Appropriates \$22,500,000 for research, development, test, and evaluation as proposed by the House instead of \$25,000,000 as proposed by the Senate.

The conferees direct that, within the resources provided, \$250,000 is to be made available for increased fire and spill response capability on the Columbia River in accordance with the guidance set forth in the Senate report.

#### FEDERAL AVIATION ADMINISTRATION OPERATIONS

Amendment No. 41: Appropriates \$4,580,518,000 for operations of the Federal Aviation Administration instead of \$4,568,219,000 as proposed by the House and \$4,584,584,000 as proposed by the Senate.

The conference agreement includes the following changes to the budget request:

Operation of Air Traffic Control System:	
Air traffic control streamlining program	\$8,300,000
Pay demonstration project .....	\$11,800,000
NAS Logistics Support:	
Depot maintenance .....	\$9,000,000
Maintenance of Air Traffic Control System:	
Contract maintenance ....	-21,123,000

In-house maintenance ....	+15,000,000
Castle AFB RAPCON takeover .....	-500,000
FAA Technical Center janitorial services .....	-40,000
Pay demonstration project .....	+2,500,000
Leased Telecommunications Services:	
General reduction due to budget constraints .....	-2,500,000
Direct user access terminal (DUATS) .....	+9,000,000
Aviation Regulation and Certification:	
Aviation safety inspectors .....	+2,500,000
Flight inspection flight hours .....	+2,500,000
Pay demonstration project .....	+700,000
Aviation Standards:	
Aviation medical examiner user fee offset .....	-400,000
Civil Aviation Security:	
General reduction due to budget constraints .....	-2,193,000
NAS Design and Management:	
Oversight of Capital Improvement Plan .....	-1,094,000
Administration of Airports:	
Congressional inquiries ..	-900,000
General reduction due to budget constraints .....	-3,000,000
Direction, Staff and Supporting Services:	
Reduction in headquarters overhead .....	-2,600,000
Administrative resources-civil rights .....	-300,000
Personnel Management and Training (Human Resource management):	
Executive-level training ..	-300,000
Mid-American Aviation Resource Consortium ..	+2,000,000
Vocation technical institution grants .....	+750,000
Headquarters Administration:	
Aviation Safety Journal	-95,000
FAA advisory committees—50 percent reduction .....	-445,000
Headquarters staffing reductions .....	-4,180,000
Accountwide adjustments:	
Job performance travel ..	-3,843,000
Contractual studies .....	-1,989,000
Employee involvement program .....	-1,163,000
Automation support contracts .....	-2,500,000
Bonus and award payments (PMRS) .....	-7,210,000
Aircraft operating support .....	-3,157,000

*Headquarters administration.*—The conferees agree that the staffing reductions of \$4,180,000 include those position reductions stated in the House report except for the office of chief counsel, which is to be reduced by 11 positions instead of 21 as proposed by the House.

*Suspected unapproved parts.*—The conferees do not agree with the direction of the House requiring the FAA to initiate rulemaking regarding the regulation and licensing of brokers, distributors, resellers, and others engaged in the sale of aircraft parts and related materials. The House and Senate Appropriations Committees will continue to monitor

the need for such regulation over the coming year.

**Facilities for advanced training of maintenance technicians.**—The conferees do not agree with the Senate's direction to allocate \$1,000,000 for grants to vocational technical institutions for the acquisition or construction of facilities for advanced training of maintenance technicians for air carrier aircraft. Instead, the conference agreement provides \$750,000 for this purpose, and reiterates the Senate direction that at least two competitive grants be awarded by July 1, 1994.

**Diamond Head combined center/radar approach control (CENRAP).**—The conferees agree with the Senate direction on this subject, except the FAA is not specifically directed to fund the program out of budget item 2A-19 as proposed by the Senate, but is instead expected to budget for that work subject to review and approval.

**Rehire of former PATCO air traffic controllers.**—The conferees agree that former PATCO air traffic controllers should be considered for rehire by the FAA on the same basis as all other persons similarly qualified for those positions. The Senate had proposed that former PATCO controllers be given a preference in hiring over others applying for employment as air traffic controllers.

**Roswell, New Mexico airport study.**—The conferees do not agree with the direction in the Senate report requiring Congressional approval of, and specifying certain criteria for, a cost study of air traffic service options at the Roswell, New Mexico airport. Instead, the conferees have included amended bill

language as described in amendment number 175 which provides for the conduct of this study.

**Illinois air service study.**—The conferees agree that \$250,000 is to be allocated to a study of air service in Illinois, as proposed by the House.

**Amendment No. 42:** Provides that, of the total amount appropriated for FAA operations, \$2,294,500,000 is to be derived from the airport and airway trust fund as proposed by the House instead of \$2,292,292,000 as proposed by the Senate.

**Amendment No. 43:** Provides that, of the funds available under this appropriation, \$2,000,000 is only for the Mid-American Aviation Resource Consortium to operate an air traffic controller training program, as proposed by the House. The Senate bill contained no similar provision.

**Amendment No. 44:** Deletes language proposed by the House which would have prohibited the use of funds in this Act from implementing, executing, or enforcing 14 CFR 91.21 pertaining to the use of portable electronic devices on aircraft. The Senate bill contained no similar provision.

**Amendment No. 45:** Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of "section 9199 of Public Law 91-508" named in said amendment, insert: *section 9119 of Public Law 101-508*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The provision prohibits the use of funds for pay raises or bonuses for FAA employees whose responsibilities include noise abatement policy functions, managing aircraft route design or changes, or responsibility for preparing, managing, or overseeing the environmental impact statement mandated by section 9119 of Public Law 101-508 until the final report on such impact statement is issued. The amendment of the House makes technical corrections to the language proposed by the Senate. The House bill contained no similar provision.

#### FACILITIES AND EQUIPMENT

##### (AIRPORT AND AIRWAY TRUST FUND)

**Amendment No. 46:** Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: *\$2,120,104,000.*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$2,120,104,000 for FAA facilities and equipment instead of \$2,142,000,000 as proposed by the House and \$2,162,578,000 as proposed by the Senate.

A table showing the distribution of this appropriation by project as included in the fiscal year 1994 budget estimate, House recommendation, Senate recommendation, and conference agreement follows:



**FACILITIES AND EQUIPMENT  
(IN THOUSANDS OF DOLLARS)**

BUDGET LINE ITEM		FY 1994 PRESIDENT'S BUDGET TOTAL	FY 1994 HOUSE RECOM- MENDED	FY 1994 SENATE RECOM- MENDED	CONFERENCE AGREEMENT
FY 94 PB	TITLE				
ACTIVITY 1. ENGINEERING, DEVELOPMENT, TEST, AND EVALUATION					
A. EN ROUTE PROGRAMS					
1A01	AVIATION WEATHER SERVICES IMPROVEMENTS	23,335.0	20,335.0	23,335.0	19,351.0
1A02	ADVANCED AUTOMATION SYSTEM (AAS) (SEE 2A06 ALSO)	424,650.0	297,350.0	267,150.0	267,150.0
1A03	AUTOMATIC DEPENDENT SURVEILLANCE (ADS)	4,200.0	4,200.0	4,200.0	4,200.0
1A04	AERONAUTICAL DATA LINK (ADL) (SEE 2A09 ALSO)	1,700.0	1,700.0	1,700.0	1,700.0
1A05	VOICE SWITCHING AND CONTROL (VSCS) (SEE 2A14 ALSO)	61,500.0	61,500.0	61,500.0	61,500.0
	<b>SUBTOTAL - EN ROUTE PROGRAMS</b>	<b>515,385.0</b>	<b>385,085.0</b>	<b>357,885.0</b>	<b>353,901.0</b>
B. TERMINAL PROGRAMS					
1B01	AIRPORT SURVEILLANCE RADAR (ASR) (SEE 2B01 ALSO)	3,000.0	0.0	3,000.0	1,000.0
1B02	RUNWAY STATUS LIGHT SYSTEM	2,000.0	2,000.0	2,000.0	2,000.0
1B03	TERMINAL ATC AUTOMATION (TATCA)	8,650.0	8,650.0	8,650.0	8,650.0
	TRANSIENT CREW SECURITY SYSTEM	0.0	2,000.0	2,000.0	2,000.0
	<b>SUBTOTAL - TERMINAL PROGRAMS</b>	<b>13,650.0</b>	<b>12,650.0</b>	<b>15,650.0</b>	<b>15,650.0</b>
C. FLIGHT SERVICE PROGRAMS					
	<b>SUBTOTAL - FLIGHT SERVICE PROGRAMS</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>	<b>0.0</b>
D. LANDING AND NAVIGATIONAL AIDS PROGRAMS					
1D01	MICROWAVE LANDING SYSTEM (MLS)	46,218.0	43,218.0	41,218.0	41,218.0
	<b>SUBTOTAL - LANDING AND NAVIGATIONAL AIDS</b>	<b>46,218.0</b>	<b>43,218.0</b>	<b>41,218.0</b>	<b>41,218.0</b>
E. RESEARCH, TEST, AND EVALUATION EQUIPMENT AND FACILITIES					
1E01	INDEPENDENT OPER TEST AND EVAL (IOT&E) SUPPORT	4,250.0	4,250.0	4,250.0	4,250.0
1E02	FAA TECHNICAL CENTER FACILITY - TECHNICAL BUILDING LEASE	5,290.0	5,290.0	5,290.0	5,290.0
1E03	UTILITY PLANT MODIFICATIONS	1,660.0	1,660.0	1,660.0	1,660.0
1E04	NAS IMPROVEMENT OF SYSTEM SUPPORT LABORATORY	3,500.0	2,000.0	3,500.0	3,000.0
1E05	TECHNICAL CENTER FACILITIES	9,000.0	7,000.0	9,000.0	7,000.0
1E06	TECHNICAL CENTER R&D LABORATORY - ESTABLISH	3,500.0	0.0	3,500.0	3,000.0
1E07	CAMI INFRASTRUCTURE - MODERNIZATION	1,400.0	1,400.0	1,400.0	1,400.0
1E08	PRECISION AUTOMATED TRACKING SYSTEM	2,100.0	2,100.0	2,100.0	2,100.0
	<b>SUBTOTAL - RESEARCH, TEST, &amp; EVAL EQUIP AND FACILITIES</b>	<b>30,700.0</b>	<b>23,700.0</b>	<b>30,700.0</b>	<b>27,700.0</b>
	<b>ACTIVITY 1 SUBTOTAL</b>	<b>605,953.0</b>	<b>464,653.0</b>	<b>445,453.0</b>	<b>438,469.0</b>
ACTIVITY 2. AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT					
A. EN ROUTE PROGRAMS					
2A01	LONG RANGE RADAR (LRR) PROGRAM - REPLACEMENT	20,417.0	20,417.0	20,417.0	20,417.0
2A02	ARSR-3 LEAP FROG PROGRAM	7,500.0	0.0	0.0	0.0
2A03	RADIO COMMUNICATION LINK NETWORK	15,500.0	15,500.0	12,500.0	10,500.0
2A04	NEXT GENERATION WEATHER RADAR (NEXRAD) - PROVIDE	53,600.0	36,600.0	53,600.0	53,600.0
2A05	ATC EN ROUTE RADAR FACILITIES IMPROVEMENTS	16,398.0	15,500.0	16,398.0	5,400.0
2A06	ADVANCED AUTOMATION SYSTEM (AAS)	31,100.0	31,100.0	21,000.0	26,000.0
2A07	EN ROUTE SOFTWARE DEVELOPMENT AND INTEG SUPPORT	10,600.0	0.0	8,000.0	7,000.0
2A08	CENTRAL WEATHER PROCESSOR (CWP)	1,400.0	1,400.0	1,400.0	1,400.0
2A09	AERONAUTICAL DATA LINK (ADL)	22,400.0	19,900.0	22,400.0	19,900.0
2A10	EN ROUTE AUTOMATION EQUIPMENT	4,000.0	4,000.0	4,000.0	4,000.0
2A11	OCEANIC SYSTEM DEVELOPMENT AND SUPPORT	27,000.0	25,282.0	27,000.0	25,282.0
2A12	ARTCC BLDG IMPROVEMENT/PLANT MODERN/SPACE EXPANSION	98,385.0	68,000.0	78,000.0	68,000.0
2A13	NADIN II ENHANCEMENTS - PROVIDE	8,500.0	7,600.0	8,500.0	7,600.0
2A14	VOICE SWITCHING AND CONTROL SYSTEM (VSCS)	171,000.0	64,400.0	146,000.0	146,000.0
2A15	REMOTE COMM FACILITIES (RCFs) - EXPANSION/RELOCATION	10,000.0	7,500.0	10,000.0	5,500.0
2A16	TRAFFIC MANAGEMENT SYSTEM (TMS)	23,600.0	16,200.0	19,200.0	16,200.0
2A17	DATA MULTIPLEXING NETWORK (DMN)	17,500.0	13,000.0	17,500.0	17,500.0

**FACILITIES AND EQUIPMENT  
(IN THOUSANDS OF DOLLARS)**

BUDGET LINE ITEM		FY 1994 PRESIDENT'S BUDGET TOTAL	FY 1994 HOUSE RECOM- MENDED	FY 1994 SENATE RECOM- MENDED	CONFERENCE AGREEMENT
FY 94 PB	TITLE				
2A18	CRITICAL COMMUNICATION SUPPORT	2,000.0	2,000.0	2,000.0	2,000.0
2A19	EN ROUTE COMMUNICATIONS AND CONTROL FACILITIES	11,548.0	8,856.0	8,856.0	8,856.0
2A20	CENTROL FLOW CONTROL FACILITY RELOCATION	1,400.0	1,400.0	1,400.0	1,400.0
2A21	AIR GROUND COMM RADIO FREQUENCY INTERFERENCE (RFI)	5,000.0	3,000.0	5,000.0	2,000.0
2A22	MODERNIZE/UPGRADE CENTRAL ALTITUDE RESERV FUNC (CARF)	1,500.0	1,500.0	1,500.0	1,500.0
2A23	DISPLAY CHANNEL COMPLEX REHOST	10,800.0	0.0	2,000.0	2,000.0
2A24	LONG RANGE RADAR (LLR) - PROGRAM ESTABLISH	10,000.0	0.0	10,000.0	10,000.0
2A25	DOD BASE CLOSURE - FACILITY TRANSFER	7,600.0	7,600.0	0.0	7,600.0
2A26	PERFORMANCE MONITORING ANALYSIS	900.0	900.0	900.0	900.0
	<b>SUBTOTAL - EN ROUTE PROGRAMS</b>	<b>589,648.0</b>	<b>371,655.0</b>	<b>497,571.0</b>	<b>470,555.0</b>
<b>B. TERMINAL PROGRAMS</b>					
2B01	AIRPORT SURVEILLANCE RADAR (ASR)	44,300.0	44,300.0	44,300.0	44,300.0
2B02	TERMINAL DOPPLER WEATHER RADAR (TDWR)	5,800.0	5,800.0	5,800.0	5,800.0
2B03	MODE S - PROVIDE	10,100.0	10,100.0	10,100.0	10,100.0
2B04	DIGITAL BRIGHT RADAR INDICATOR TOWER EQUIPMENT (DBRITE)	8,000.0	0.0	6,000.0	3,600.0
2B05	PRECISION RUNWAY MONITORS (PRM)	27,000.0	26,450.0	20,000.0	22,000.0
2B06	AIRPORT MOVEMENT AREA SAFETY SYSTEM (AMASS)	13,100.0	13,100.0	13,100.0	13,100.0
2B07	MODE C INTRUDER (MCI) - EXPAND ARTS IIIA CAPACITY	2,500.0	2,500.0	2,500.0	2,500.0
2B08	SOUTHERN CALIFORNIA TRACON FACILITIES CONSOLIDATION	1,000.0	1,000.0	1,000.0	1,000.0
2B09	DALLAS/FORT WORTH METROPLEX PROGRAM	13,300.0	13,300.0	13,300.0	13,300.0
2B10	TERMINAL SOFTWARE DEVELOPMENT SUPPORT	7,400.0	7,400.0	7,400.0	7,400.0
2B11	CHICAGO TRACON RELOCATION	18,200.0	18,200.0	18,200.0	18,200.0
2B12	ARTS IIIIE UPGRADES FOR SELECTED AIR TRAFFIC FACILITIES	23,600.0	23,600.0	15,600.0	17,300.0
2B13	REMOTE MAINTENANCE MONITORING SYSTEM (RMMS)	27,700.0	20,700.0	27,700.0	27,700.0
2B14	TERMINAL AIR TRAFFIC CONTROL FACILITIES REPLACEMENT	1,000.0	0.0	1,000.0	0.0
2B15	ATC TOWER/TRACON FACILITIES MODERNIZATION	25,212.0	25,212.0	19,212.0	20,200.0
2B16	EMERGENCY TRANSCEIVER REPLACEMENT	3,000.0	3,000.0	3,000.0	3,000.0
2B17	NEW DENVER AIRPORT ESTABLISHMENT	1,200.0	1,200.0	1,200.0	1,200.0
2B18	TERMINAL VOICE SWITCH REPLACEMENT (TVSR)	26,600.0	26,600.0	26,600.0	26,600.0
2B19	RADIO CONTROL EQUIPMENT (RCE)	14,900.0	14,900.0	14,900.0	14,900.0
2B20	TERMINAL COMMUNICATIONS IMPROVEMENTS	2,062.0	2,062.0	2,062.0	2,062.0
2B21	EMPLOYEE SAFETY FOR AIRPORT TRAFFIC CONTROL TOWERS	36,000.0	36,000.0	36,000.0	36,000.0
2B22	AIRPORT SURFACE DETECTION EQUIPMENT (ASDE)	12,600.0	26,600.0	26,600.0	26,600.0
2B23	ARTS IIIA MODE C CAPABILITY/VIDEO COMPRESSION	26,100.0	26,100.0	26,100.0	26,100.0
2B24	TERMINAL RADAR SYSTEMS - IMPROVE	9,395.0	9,395.0	9,395.0	9,395.0
	ATC TOWER STREAMLINING PROJECT	0.0	8,500.0	2,500.0	8,500.0
	<b>SUBTOTAL - TERMINAL PROGRAMS</b>	<b>360,069.0</b>	<b>366,019.0</b>	<b>353,569.0</b>	<b>360,857.0</b>
<b>C. FLIGHT SERVICES PROGRAMS</b>					
2C01	FLIGHT SERVICE STATION (FSS) MODERNIZATION	8,800.0	8,800.0	8,800.0	8,800.0
2C02	DIRECTION FINDER (DF) NETWORK PROGRAM	10,000.0	10,000.0	10,000.0	10,000.0
2C03	AUTOMATED SURFACE OBSERVING SYSTEM (ASOS)	29,900.0	19,900.0	29,900.0	19,900.0
2C04	WEATHER MESSAGE SWITCHING CENTER REPLACEMENT	3,600.0	3,600.0	3,600.0	3,600.0
2C05	DIGITAL ALTIMETER SETTING INDICATOR (DASI) REPLACEMENT	1,500.0	1,500.0	1,500.0	1,500.0
2C06	FSAS OP AND SUPPORT IMPLEMENTATION SYS (OASIS)	14,600.0	0.0	2,000.0	1,000.0
2C07	FLIGHT SERVICE FACILITIES IMPROVEMENT	3,426.0	3,426.0	3,426.0	3,426.0
	<b>SUBTOTAL - FLIGHT SERVICE PROGRAMS</b>	<b>71,826.0</b>	<b>47,226.0</b>	<b>59,226.0</b>	<b>48,226.0</b>
<b>D. LANDING AND NAVIGATIONAL AIDS PROGRAM</b>					
2D01	VOR / DME / TACAN NETWORK PLAN	15,100.0	15,100.0	10,000.0	9,000.0
2D02	APPROACH LIGHTING SYS IMPROVEMENT PROGRAM (ALSIP)	1,700.0	1,700.0	1,700.0	1,700.0
2D03	INSTRUMENT LANDING SYS (ILS) MK 1A, 1B, AND 1C REPLACEMENT	20,000.0	20,000.0	20,000.0	20,000.0
2D04	INSTRUMENT LANDING SYSTEM (ILS) ESTABLISHMENT	36,174.0	36,174.0	37,974.0	36,174.0
2D05	VISUAL NAVAIDS - ESTABLISH / EXPAND	6,310.0	6,310.0	6,310.0	6,310.0



**FACILITIES AND EQUIPMENT  
(IN THOUSANDS OF DOLLARS)**

BUDGET LINE ITEM		FY 1994 PRESIDENT'S BUDGET TOTAL	FY 1994 HOUSE RECOM- MENDED	FY 1994 SENATE RECOM- MENDED	CONFERENCE AGREEMENT
FY 94 PB	TITLE				
2D06	LOW LEVEL WINDSHEAR ALERT SYS (LLWAS) UPGRADE	2,200.0	2,200.0	0.0	0.0
2D07	RUNWAY VISUAL RANGE (RVR) - ESTABLISH	3,000.0	3,000.0	3,000.0	3,000.0
2D08	ILS AND VISUAL NAVAID COMPONENT SPARING	5,000.0	5,000.0	5,000.0	5,000.0
2D09	ILS - FAA AIRPORT IMPROVEMENT PROGRAM FUNDED SYS	3,000.0	3,000.0	3,000.0	3,000.0
2D10	NAVIGATIONAL AND LANDING AIDS IMPROVEMENT	8,975.0	8,975.0	8,975.0	8,975.0
	<b>SUBTOTAL - LANDING AND NAVIGATIONAL AIDS</b>	<b>101,459.0</b>	<b>101,459.0</b>	<b>95,959.0</b>	<b>93,159.0</b>
<b>E. OTHER ATC FACILITIES PROGRAMS</b>					
2E01	ALASKAN NAS INTERFACILITY COMM SYS (ANICS)	13,000.0	9,000.0	13,000.0	9,000.0
2E02	FUEL STORAGE TANK REPLACEMENT & MONITORING	9,000.0	9,000.0	4,700.0	9,000.0
2E03	FAA BUILDINGS AND EQUIPMENT	17,000.0	17,000.0	17,000.0	17,000.0
2E04	ELECTRICAL POWER SYSTEMS	7,000.0	7,000.0	7,000.0	7,000.0
2E05	AIR NAVIGATIONAL AIDS AND ATC FACILITIES	7,019.0	7,019.0	7,019.0	7,019.0
2E06	AIR NAVIGATIONAL FACILITIES AND ATC SYSTEM SUPPORT	9,000.0	9,000.0	5,000.0	5,000.0
2E07	LAND / EASEMENT PURCHASE FOR EXISTING AIRWAY FACILITIES	6,000.0	6,000.0	3,000.0	1,400.0
2E08	AIRCRAFT RELATED EQUIPMENT	12,000.0	0.0	7,000.0	6,000.0
2E09	FLIGHT INSPECTION AIRCRAFT PROCUREMENT	37,900.0	0.0	0.0	0.0
2E10	LARGE AIRPORT CABLE LOOP SUSTAINED SUPPORT	1,000.0	1,000.0	1,000.0	1,000.0
2E11	COMPUTER AIDED ENGINEERING GRAPHICS (CAEG) SYSTEM	1,500.0	1,500.0	1,500.0	1,500.0
2E12	SPECIAL USE AIRSPACE MANAGEMENT SYSTEM (SAMS)	3,000.0	3,000.0	3,000.0	3,000.0
	ATC FACILITIES CONSOLIDATION	0.0	75,000.0	0.0	0.0
	<b>SUBTOTAL - OTHER ATC FACILITY PROGRAMS</b>	<b>123,419.0</b>	<b>144,519.0</b>	<b>69,219.0</b>	<b>66,919.0</b>
	<b>ACTIVITY 2 SUBTOTAL</b>	<b>1,246,421.0</b>	<b>1,030,878.0</b>	<b>1,075,544.0</b>	<b>1,039,716.0</b>
<b>ACTIVITY 3. NON-AIR TRAFFIC CONTROL FACILITIES AND EQUIPMENT</b>					
<b>A. SUPPORT EQUIPMENT</b>					
3A01	ADP FACILITIES MANAGEMENT (CORN)	35,000.0	35,000.0	35,000.0	35,000.0
3A02	AIRPORT DATUM MONUMENT PROGRAM	1,500.0	1,500.0	1,500.0	1,500.0
3A03	NATIONAL AIRSPACE SYS (NAS) RECOVERY COMMUNICATIONS	6,800.0	6,800.0	6,800.0	6,800.0
3A04	NAS MANAGEMENT AUTOMATION PROGRAM	8,000.0	8,000.0	4,000.0	4,000.0
3A05	HAZARDOUS MATERIALS MANAGEMENT	12,750.0	12,750.0	12,750.0	12,750.0
3A06	AVIATION SAFETY ANALYSIS SYSTEM (ASAS)	20,000.0	20,000.0	10,600.0	18,000.0
3A07	OPERATIONS DATA MANAGEMENT SYSTEM	4,650.0	4,650.0	4,650.0	4,650.0
3A08	FAA EMPLOYEE HOUSING - PROVIDE	18,500.0	18,500.0	18,500.0	18,500.0
3A09	LOGISTICS SUPPORT SYSTEMS AND FACILITIES	5,000.0	5,000.0	5,000.0	5,000.0
3A10	TEST EQUIP - MAINT SUPPORT FOR REPLACEMENT EQUIP	9,000.0	9,000.0	9,000.0	9,000.0
3A11	RADIO FREQUENCY INTERFERENCE (RFI) VANS	2,000.0	2,000.0	2,000.0	2,000.0
3A12	ARTCC CHILD CARE FACILITIES	4,845.0	4,845.0	4,845.0	4,845.0
3A13	INTEGRATED FLIGHT QUALITY ASSURANCE	2,500.0	0.0	0.0	0.0
3A14	EXPLOSIVE DETECTION SYS- INSTALL, OPERATE, AND MAINTAIN	1,500.0	1,500.0	1,500.0	1,500.0
3A15	AIRMEN AND AIRCRAFT REGISTRY REPORTING SYSTEM	9,100.0	9,100.0	9,100.0	9,100.0
3A16	NATIONAL AVIATION SAFETY DATA CENTER	2,000.0	2,000.0	2,000.0	2,000.0
	<b>SUBTOTAL - SUPPORT EQUIPMENT</b>	<b>143,145.0</b>	<b>140,645.0</b>	<b>127,245.0</b>	<b>134,645.0</b>
<b>B. TRAINING, EQUIPMENT AND FACILITIES</b>					
3B01	SIMULATION BASED TRAINING SYSTEMS	24,300.0	24,300.0	24,300.0	24,300.0
3B02	COMPUTER BASED INSTRUCTION (CBI)	7,650.0	7,650.0	5,000.0	4,100.0
3B03	AERONAUTICAL CTR TRAINING AND SUPPORT FACILITIES	6,600.0	6,600.0	6,600.0	6,600.0
3B04	NATIONAL AIRSPACE SYSTEM (NAS) TRAINING FACILITIES	6,100.0	6,100.0	6,100.0	6,100.0
	<b>SUBTOTAL - TRAINING EQUIP &amp; FACILITIES</b>	<b>44,650.0</b>	<b>44,650.0</b>	<b>42,000.0</b>	<b>41,100.0</b>
	<b>ACTIVITY 3 SUBTOTAL</b>	<b>187,795.0</b>	<b>185,295.0</b>	<b>169,245.0</b>	<b>175,745.0</b>

**FACILITIES AND EQUIPMENT  
(IN THOUSANDS OF DOLLARS)**

BUDGET LINE ITEM		FY 1994	FY 1994	FY 1994	
FY 94		PRESIDENT'S	HOUSE	SENATE	
PB	TITLE	BUDGET	RECOM-	RECOM-	CONFERENCE
		TOTAL	MENDED	MENDED	AGREEMENT
ACTIVITY 4. MISSION SUPPORT					
A. SYSTEM SUPPORT AND SERVICES					
4A01	SYSTEM ENGINEERING AND SUPPORT CONTRACT (SEIC)	121,157.0	110,000.0	110,000.0	110,000.0
4A02	LOGISTICS SUPPORT SERVICES (LSS)	12,000.0	12,000.0	12,000.0	12,000.0
4A03	HUMAN RESOURCE MGMT PLAN FOR NAS TRANSITION	1,700.0	1,700.0	1,700.0	1,700.0
4A04	MIKE MONROEY AERONAUTICAL CENTER LEASE	13,200.0	13,200.0	13,200.0	13,200.0
4A05	IN-PLANT NAS CONTRACT SUPPORT SERVICES	5,400.0	5,400.0	5,400.0	5,400.0
4A06	TRANSITION ENGINEERING SUPPORT	48,274.0	48,274.0	48,274.0	48,274.0
4A07	NATIONAL AIRSPACE INTEGRATED LOGISTICS SUPPORT (NAIS)	7,000.0	7,000.0	7,000.0	7,000.0
4A08	FREQUENCY/SPECTRUM ENGINEERING	3,500.0	500.0	3,500.0	2,000.0
4A09	ACQUISITION OVERSIGHT	1,700.0	1,700.0	1,700.0	1,700.0
4A10	TECHNICAL SUPPORT SERVICES CONTRACT (TSSC)	64,900.0	64,900.0	64,900.0	64,900.0
4A11	FAA SYSTEM ARCHITECTURE	3,000.0	0.0	3,000.0	2,000.0
	<b>SUBTOTAL - SYSTEM SUPPORT AND SERVICES</b>	<b>281,831.0</b>	<b>264,674.0</b>	<b>270,674.0</b>	<b>268,174.0</b>
	<b>ACTIVITY 4 SUBTOTAL</b>	<b>281,831.0</b>	<b>264,674.0</b>	<b>270,674.0</b>	<b>268,174.0</b>
ACTIVITY 5. PERSONNEL AND RELATED EXPENSES					
5A01	PERSONNEL AND RELATED EXPENSES	202,000.0	196,500.0	201,662.0	198,000.0
	<b>ACTIVITY 5 SUBTOTAL</b>	<b>202,000.0</b>	<b>196,500.0</b>	<b>201,662.0</b>	<b>198,000.0</b>
	<b>TOTAL, FY 1994 FACILITIES AND EQUIPMENT</b>	<b>2,524,000.0</b>	<b>2,142,000.0</b>	<b>2,162,578.0</b>	<b>2,120,104.0</b>



**Air traffic control facilities consolidation.**—The conferees do not agree with House direction that the FAA prepare for a more vigorous consolidation of its air traffic control facilities, and the conference agreement deletes the \$75,000,000 proposed by the House to begin implementation of an expanded consolidation effort. The administration's detailed facility consolidation plan has only recently been received, and will be reviewed to determine the need for greater consolidation in future years.

**Advanced landing system.**—The conferees are aware of efforts by the Department of Defense to develop and field a new generation, low cost, advanced landing system (ALS). The ALS has excellent potential as a dual use technology and the conferees encourage the FAA to continue to work with the Department of Defense to provide the necessary assistance to support the commercial viability of the ALS.

**NEXRAD needs assessment.**—Pursuant to its participation in the National Implementation Plan for the Modernization and Associated Restructuring of the National Weather Service (NWS), the FAA is responsible for installing new next generation weather radar (NEXRAD) systems in Alaska. The conferees are concerned about reports that Alaska may receive fewer NEXRADs than originally called for in the Weather Service plan. Therefore, the conferees direct the FAA administrator, in consultation with the FAA Alaska Region, the NWS Alaska Region, the Alaska Aviation Safety Foundation, the Alaska Air Carriers Association, the Aircraft Owners and Pilots Association, and the Alaska Volcano Observatory, to prepare a study on the adequacy and effect on aviation safety of installing fewer than nine NEXRADs in Alaska. The study shall include an examination and discussion of: Alaska's unique weather, terrain and size; regional volcanic activity and its effect on aviation safety; statewide reliance on air transport (including the per capita number of airmen, aircraft and airports, and the availability of alternate modes of transportation); current weather satellite and radar coverage of Alaska; air accident statistics for the state; the percentage of land expected to receive NEXRAD coverage in the contiguous 48 states compared to the percentage of land expected to receive NEXRAD coverage in

Alaska after all FAA and NWS NEXRAD are installed; the number of NEXRADs to be installed in the contiguous 48 states in a geographic area equal in size to Alaska, explaining any discrepancy between that number and the number of radars to be installed in Alaska; and the relative merits of installing nine NEXRADs in Alaska versus seven such radars. The study may also examine any other matters any of the parties deem appropriate. The administrator shall submit his findings by April 1, 1994 to the Senate and House Committees on Appropriations.

The conferees do not agree with the Senate direction requiring the FAA to install nine NEXRAD systems in Alaska at designated locations and times. Instead, the conferees request the study on this issue described in the earlier paragraph and included in the bill under amendment number 180.

**Terminal stand-alone radar training system (TSARTS).**—The conferees agree with the Senate position that the FAA should make every effort to award the TSARTS contract to a qualified small and disadvantaged business (8(a) firm), rather than conduct a full and open competition as proposed by the House.

**Precision runway monitor program.**—The conferees do not agree with the Senate's direction that the Philadelphia International Airport be given priority consideration for the installation of a precision runway monitor system.

**Nondirectional beacons.**—The conferees do not agree with the Senate direction that nondirectional beacons be installed at certain sites in Alaska. It is the conferees' understanding that such equipment has already been installed at each of those locations, rendering additional direction unnecessary. The conferees, however, direct FAA to study the need to upgrade the existing equipment.

**Des Moines Airport instrument landing system.**—The conferees agree with the Senate direction that FAA accelerate its plans to upgrade the existing category I instrument landing system at the Des Moines, Iowa Airport to a category II configuration.

**Aviation safety analysis system.**—The conferees do not agree with the Senate direction that no further purchases be made of work stations for the aviation safety analysis system (ASAS) until quantity discounts are assured, mission need statements are prepared,

and other justification is received. While the conferees expect the FAA to work diligently with the Senate Appropriations Committee to address its concerns with this program and reduce program costs, the conference agreement does not mandate specific administrative actions prior to further purchases of work stations or require individual mission need statements for each of the ASAS program elements.

**Airway science.**—The conferees agree with the Senate direction to provide \$2,800,000 from unobligated balances of the airway science program to the University of North Dakota for initial operating costs of the distance learning project, but do not agree to the further direction that additional funding be provided to equip the receiving stations of the airway science network.

Amendment No. 47: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: \$1,922,104,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement makes \$1,922,104,000 available for three years instead of \$1,945,500,000 as proposed by the House and \$1,988,488,000 as proposed by the Senate. This represents the funding available under budget activities 1 through 4.

Amendment No. 48: Provides that \$198,000,000 is available for two years instead of \$196,500,000 as proposed by the House and \$201,662,000 as proposed by the Senate. This represents the funding available under budget activity 5.

#### RESEARCH, ENGINEERING, AND DEVELOPMENT

##### (AIRPORT AND AIRWAY TRUST FUND)

Amendment No. 49: Appropriates \$254,000,000 for research, engineering, and development as proposed by the Senate instead of \$240,000,000 as proposed by the House.

A table showing the distribution of this appropriation by project as included in the fiscal year 1994 budget estimate, House recommendation, Senate recommendation, and conference agreement follows:

**RESEARCH, ENGINEERING AND DEVELOPMENT  
(IN THOUSANDS OF DOLLARS)**

	FY 1994 PRESIDENT'S BUDGET	FY 1994 HOUSE RECOMMENDED	FY 1994 SENATE RECOMMENDED	CONFERENCE AGREEMENT
<u>Management and Analysis</u>				
Management & Systems Analysis	\$13,498	\$13,498	\$10,498	\$10,498
<u>Capacity &amp; Air Traffic Management Technology</u>				
Air Traffic Management Technology	6,372	4,071	6,372	6,372
Oceanic Automation Program	11,449	7,449	11,449	11,449
Terminal ATC Automation (TATCA)	15,191	15,191	15,191	15,191
Runway Incursion Reduction/Tower Automation	10,981	9,981	9,981	9,981
System Capacity, Planning & Improvements	11,159	11,159	11,159	11,159
Cockpit Technology	6,251	6,251	6,251	6,251
Vertical Flight Program	3,222	3,222	3,222	3,222
Modeling and Simulation	11,814	8,514	12,814	12,814
Future Airway Facilities Maintenance Technology	500	500	500	500
Subtotal	76,939	66,338	76,939	76,939
<u>Communications, Navigation &amp; Surveillance</u>				
Communications	14,745	14,745	14,745	14,745
Navigation	17,930	16,330	20,930	20,930
Surveillance	3,000	3,000	3,000	3,000
Subtotal	35,675	34,075	38,675	38,675
<u>Weather</u>	1,908	1,908	1,908	1,908
<u>Airport Technology</u>	7,509	7,081	7,509	7,509
<u>Aircraft Safety Technology</u>				
Aircraft Systems Fire Safety	5,697	5,697	5,697	5,697
Aircraft Crashworthiness/Structural Airworthiness	4,112	4,112	4,112	4,112
Propulsion and Fuel Systems	2,784	2,784	2,784	2,784
Flight Safety/Atmospheric Hazards Research	3,226	3,226	3,226	3,226
Aging Aircraft	22,655	22,540	26,655	24,655
Aircraft Catastrophic Failure Prevention Research	2,701	2,701	2,701	2,701
Subtotal	41,175	41,060	45,175	43,175
<u>System Security Technology</u>				
Explosives/Weapons Detection	22,829	22,829	22,829	22,829
NAS Security	2,454	2,454	2,454	2,454
Aviation Security Human Factors	2,845	2,845	2,845	2,845
Aircraft Hardening	7,802	7,802	7,802	7,802
Subtotal	35,930	35,930	35,930	35,930
<u>Human Factors/Aviation Medicine</u>				
Flightdeck Human Factors	7,430	7,430	7,430	7,430
ATC Human Factors	5,808	5,808	5,808	5,808
Airway Facilities Maint. Human Factors	3,459	3,459	3,459	3,459
Flightdeck/ATC System Integration	4,342	4,342	4,342	4,342
Aircraft Maintenance Human Factors	1,984	1,984	1,984	1,984
Aeromedical Research	4,233	4,233	4,233	4,233
Undistributed Human Factors Increase	0	2,744	0	2,000
Subtotal	27,256	30,000	27,256	29,256
<u>Environment and Energy</u>	5,385	5,385	5,385	5,385
<u>Innovative/Cooperative Research</u>	4,725	4,725	4,725	4,725
<b>TOTAL</b>	<b>250,000</b>	<b>240,000</b>	<b>254,000</b>	<b>254,000</b>



**Unleaded aviation fuels.**—The conferees agree that, of the amount provided, at least \$450,000 is to be allocated to further research on unleaded aviation fuels, as directed by the House.

**GRANTS-IN-AID FOR AIRPORTS  
(LIQUIDATION OF CONTRACT AUTHORIZATION)  
(AIRPORT AND AIRWAY TRUST FUND)**

**Amendment No. 50:** Limits obligations for grants-in-aid for airport planning and development, and noise compatibility planning and programs to \$1,690,000,000 instead of \$1,500,000,000 as proposed by the House and \$1,800,000,000 as proposed by the Senate.

**Specific projects.**—The conferees agree to the specific allocations of funding for certain projects as referenced in the House and Senate reports. Locations and funding levels for these projects are as follows: O'Hare International Airport, Chicago, IL. (\$9,400,000); Philadelphia International Airport, Philadelphia, PA. (\$10,000,000); Luis Muñoz Marín

International Airport, San Juan, PR. (\$10,000,000); and Clarksburg/Benedum Airport, Clarksburg, WV. (\$14,000,000). In addition, the conferees agree and direct that the project to extend runway 16 at Center Municipal Airport in Center, Texas be allocated \$2,500,000 from discretionary funding provided under this head.

**Airport priority lists.**—The conferees agree that lists in Congressional Committee reports directing the FAA to give priority consideration to grant applicants regarding development at certain specified airports are neither effective at ensuring funding nor useful at identifying those airports with the highest need for federal assistance. Over time, these lists have grown so large that the FAA could not conceivably give all listed airports priority consideration, and many airports have been included on the lists without adequate analysis or review of their planned development projects. The conferees do not intend to continue such lists in future

years, and will instead work with the FAA to further develop airport investment criteria, which provides a more sound basis for Congressional decisions on specific airport development projects.

**Letters of intent.**—The conferees agree with the Senate direction that the FAA award new letters of intent only after (1) scheduled LOI payments fall below 50 percent of AIP discretionary funding, and (2) FAA improves its ability to estimate the impact of airport development projects on systemwide capacity.

**FEDERAL HIGHWAY ADMINISTRATION**

**LIMITATION ON GENERAL OPERATING EXPENSES**

**Amendment No. 51:** Limits general operating expenses of the Federal Highway Administration to \$468,856,000 instead of \$462,961,000 as proposed by the House and \$475,731,000 as proposed by the Senate.

The conference agreement includes the following amounts:

Program	Budget estimate	House bill	Senate bill	Conference agreement
Administrative expenses .....	254,907,000	296,501,000	254,207,000	252,707,000
Motor carrier safety .....	47,794,000		47,674,000	47,674,000
Contract programs:				
Highway research, development, and technology .....	42,700,000	40,700,000	47,219,000	42,525,000
IVHS research .....	100,810,000	86,310,000	91,300,000	90,300,000
Technology assessment and deployment .....	15,000,000	12,000,000	12,000,000	12,000,000
Long-term pavement performance .....	10,000,000	10,000,000	7,000,000	7,000,000
National Highway Institute .....	5,500,000	5,500,000	4,500,000	4,500,000
Rural technology assistance program .....	500,000	500,000	500,000	500,000
International transportation .....	800,000	500,000	400,000	400,000
Minority business .....	1,000,000	10,000,000	10,000,000	10,000,000
Rehabilitation of Fairbank building .....	950,000	950,000	1,250,000	1,250,000
Accountwide adjustment .....			-319,000	
Total limitation .....	488,961,000	462,961,000	475,731,000	468,856,000

**Administrative expenses.**—The conference agreement includes \$252,707,000 for administrative expenses reflecting the following adjustments from the budget estimate:

Bonuses and awards .....	- \$700,000
General reduction .....	- 2,000,000
National pedestrian and bicyclist clearinghouse .....	+ 500,000

**Motor carrier safety.**—The conference agreement includes \$47,674,000 for motor carrier safety with the reduction of \$120,000 from the budget request to be applied to bonuses and awards.

**Highway research, development, and technology.**—The conferees recommend a total of \$42,525,000 for highway research, development, and technology, to be allocated as follows:

Safety .....	\$5,738,000
Materials .....	3,685,000
Pavements .....	7,259,000
Structures .....	4,860,000
Environment .....	4,080,000
Right-of-way .....	320,000
Policy .....	6,869,000
Planning .....	4,389,000
Motor carrier .....	5,345,000

For the pavements activity, the conferees recommend an increase of \$500,000 above the budget estimate to be used to study the health aspects of crumb rubber modifiers as set forth in the Senate report.

For the structures activity, the conferees recommend a \$1,000,000 increase above the budget estimate to be applied equally to a study of bridge construction techniques and the development of guidelines and training materials concerning health and safety issues of workers employed on bridge rehabilitation and restoration projects.

For the planning activity, the conferees recommend a net increase of \$1,200,000 above the budget estimate, reflecting an increase of \$1,500,000 for geographic information system development as set forth in the House

report and a general reduction of \$300,000, which still provides for 18.5 percent growth above the 1993 level.

For the motor carrier activity, the conferees recommend a net decrease of \$2,655,000 from the budget estimate, reflecting the following adjustments:

General reduction .....	- \$3,230,000
Development and testing of automated commercial vehicle roadside inspections .....	+ 425,000
Development of guidelines for inspection and maintenance of wheels and bearings .....	+ 150,000

**Intelligent vehicle/highway systems.**—The conference agreement includes a total of \$90,300,000 for the intelligent vehicle/highway systems program to be allocated as follows:

Research and development .....	\$28,300,000
IVHS operational tests .....	15,000,000
Commercial vehicle operations .....	10,000,000
Automated highway system .....	10,000,000
Advanced technology applications .....	15,000,000
IVHS program and systems support .....	12,300,000

Reflected in the research and development activity are adjustments of -\$2,000,000 for the proposed transfer to the National Highway Traffic Safety Administration and +\$950,000 to address institutional and political barriers to congestion pricing to be conducted by the Humphrey Institute.

The conferees expect that within the funds provided for commercial vehicle operations \$2,000,000 will be made available for the commercial vehicle operations information system in Iowa.

**Amendment No. 52:** Provides that \$168,475,000 of general operating expenses shall remain available until expended in-

stead of \$166,460,000 as proposed by the House and \$173,850,000 as proposed by the Senate.

**RAILROAD-HIGHWAY CROSSINGS PROJECTS**

**Amendment No. 53:** Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

Restore the matter stricken by said amendment, amended as follows:

In lieu of the sum named, insert: \$30,262,000. The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conferees agree that included within the funding recommended is \$5,462,000 for the Lafayette, Indiana, and \$4,800,000 for the Brownsville, Texas, railroad-highway crossings projects.

**FEDERAL-AID HIGHWAYS**

**(LIMITATION ON OBLIGATIONS)**

**(HIGHWAY TRUST FUND)**

**Amendment No. 54:** Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$17,590,000,000.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement provides an obligation limitation of \$17,590,000,000 instead of \$17,482,663,000 as proposed by the House and \$18,020,000,000 as proposed by the Senate.

**Discretionary bridge allocations.**—The conferees direct that priority consideration be given to the following discretionary bridge projects:

Eastchester Creek, New York  
23rd Street Viaduct, Denver, Colorado  
State routes 1 and 9, New Jersey  
**Discretionary interstate maintenance allocations.**—The conferees direct that priority

consideration be given to the following discretionary interstate maintenance projects:

I-70/I-25 interchange, Denver, Colorado  
I-66 interchange/route 234 bypass, Virginia  
I-15/Forest Street interchange, Utah

**Federal lands highways program.**—The conferees direct that priority consideration be given to the following projects:

State route 600, Virginia  
Steamboat Creek, North Umpqua Highway, Oregon

Foothills Parkway, Great Smoky Mountains National Park, Tennessee  
State road 160, Pahrump, Nevada

**Interstate discretionary.**—The conferees direct that priority consideration be given to an interstate discretionary project on H-3 in Oahu, Hawaii.

**Ferry boats and terminal facilities.**—The conferees direct that priority consideration be given to the following ferry boats and terminal facilities:

Hatteras-Ocracoke Island, North Carolina  
Pier and loading facility, Cape May, New Jersey

Passenger waiting facility, Penn's Landing, Pennsylvania

Parking and docks, Mukilteo and Edmonds, Washington

**Timber bridge research and development program.**—The conferees direct that priority consideration be given to the Eastern Neck Island Bridge, Maryland, project.

**Scenic byways.**—The conferees direct that priority consideration be given to the following scenic byways projects:

Tri-state highway 101, Washington, Oregon, and California

Holston Valley road, LeFlore County, California

**Intelligent vehicle/highway systems corridors.**—The conference agreement provides for the following allocation of funds for intelligent vehicle/highway systems:

Albuquerque, New Mexico (Sandia Labs) .....	2,000,000
Bronx/Northern Manhattan ATMS .....	2,400,000
Buffalo/Niagara Falls ATMS .....	2,000,000
Charlotte, North Carolina (CARAT) .....	6,000,000
Chicago, Illinois (Advance) .....	6,000,000
Gary-Chicago-Milwaukee corridor .....	2,500,000
George Mason University, Virginia .....	2,000,000
Houston, Texas, corridor ..	2,000,000
Johnson City, Tennessee ..	2,500,000
Minnesota (GuideStar) .....	6,000,000
Montgomery County, Maryland ATMS .....	1,000,000
New York State Thruway (electronic tolls) .....	6,400,000
Northeast corridor (MD to CT) .....	1,000,000
Oakland County, Michigan (Fast-Trac) .....	20,000,000
San Diego, California .....	5,000,000
Seattle, Washington (Snohomish) .....	1,500,000
Southeast Michigan (SMART) .....	4,500,000
State route 9, New Jersey (smart bus) .....	1,500,000
Toll road ETTM, Atlantic City, New Jersey .....	3,000,000
TRANSCOM, New York/New Jersey .....	2,200,000

(RESCISSION)

Amendment No. 55: Deletes centerheading as proposed by the Senate.

Amendment No. 56: Reported in technical disagreement. The managers on the part of

the House will offer a motion to recede and concur in the amendment of the Senate which adds a public law reference to the rescission proposed by the House.

BALTIMORE-WASHINGTON PARKWAY

Amendment No. 57: Appropriates \$12,800,000 for the Baltimore-Washington Parkway instead of \$16,000,000 as proposed by the House. The Senate bill contained no similar appropriation.

KENTUCKY BRIDGE PROJECT

Amendment No. 58: Appropriates \$12,000,000 for the Glover Cary Bridge in Owensboro, Kentucky as proposed by the House. The Senate bill contained no similar appropriation.

BORDER HIGHWAY PROJECT

Amendment No. 59: Appropriates \$6,400,000 for the border highway project authorized in Public Law 89-795. The House had proposed \$8,000,000 for the border highway project. The Senate bill contained no similar appropriation.

NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION

OPERATIONS AND RESEARCH

Amendment No. 60: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

Restore the matter stricken by said amendment, amended as follows:

OPERATIONS AND RESEARCH

For expenses necessary to discharge the functions of the Secretary with respect to traffic and highway safety under the Motor Vehicle Information and Cost Savings Act (Public Law 92-513, as amended) and the National Traffic and Motor Vehicle Safety Act, \$75,909,000, to remain available until September 30, 1996.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$75,909,000 for the general fund portion of the operations and research activities of the National Highway Traffic Safety Administration, instead of \$74,221,000 as proposed by the House and no appropriation as proposed by the Senate.

OPERATIONS AND RESEARCH

(HIGHWAY TRUST FUND)

Amendment No. 61: Deletes language proposed by the Senate which would have allowed funding for activities authorized by the Motor Vehicle Information and Cost Savings Act and the National Traffic and Motor Vehicle Safety Act to be derived from the highway trust fund. The House bill contained no similar language.

Amendment No. 62: Appropriates \$48,236,000 for the highway trust fund portion of operations and research activities of the National Highway Traffic Safety Administration instead of \$46,780,000 as proposed by the House and \$128,311,000 as proposed by the Senate.

The conference agreement for operations and research (general fund and highway trust fund combined) includes the following adjustments to the President's budget request:

Rulemaking:

New car assessment program side impact tests .....	-\$600,000
Fuel economy studies .....	-\$801,000

Enforcement:

Discretionary compliance increase .....	+100,000
Odometer fraud grants .....	-100,000

Highway safety:

Reduction to growth in alcohol initiatives .....	-350,000
Limit growth in drug evaluation program .....	-1,200,000
Target occupant protection initiatives .....	-661,000
Limit emergency medical services .....	-364,000
Increase older driver research .....	+50,000
Limit growth in other research .....	-13,000
Delete computer demonstration .....	-100,000
Model accident records automation system .....	+1,000,000
Grant administration .....	-115,000

Research and analysis:

Advanced driving simulator .....	-2,000,000
Traffic injury studies .....	+300,000
Data analysis program .....	-215,000
Limit growth in fatal accident statistics .....	-100,000
Limit growth in national accident statistics .....	-150,000
State data program .....	-200,000

General administration:

Reduction to strategic planning .....	-75,000
Accountwide adjustments:	
Reduction to training .....	-19,000
Hold travel to fiscal year 1993 level .....	-24,000
Permanent change of station .....	-60,000
Reduction to awards and bonuses .....	-97,000
Printing and reproduction .....	-100,000
Computer support .....	-100,000

**New car assessment program (NCAP) tests.**—NHTSA has announced recently that it will utilize the Hybrid III test dummy solely in NCAP testing beginning with automobile model year 1996. Automobile model years 1994 and 1995 will be transitional years with NCAP tests conducted with either the Hybrid II or Hybrid III test dummy for non-airbag equipped seating positions depending on which dummy is designated by the manufacturer. The conferees agree that during this transitional period NHTSA shall disclose in its press releases and other materials releasing NCAP test results if the Hybrid II dummy is used in the preparation of NCAP data. This disclosure should be factual and consistent with the agency's overall efforts to make NCAP test results more understandable for consumers.

The conference agreement deletes \$600,000 requested to initiate side impact tests in the NCAP. The conferees agree to reconsider this issue at a future date.

**Discretionary compliance activities.**—The conference agreement includes \$100,000 over the budget request to be applied at the agency's discretion to safety compliance activities.

**Drug evaluation and classification (DEC) program.**—The conferees agree that NHTSA may determine the distribution of appropriated funds for the DEC program between research and development, systems support, training and public information and education. This distribution should be consistent with the conferees' desire that the program's management and training delivery functions be transferred expeditiously to the states.

**Model accident records automation system, phase II.**—The conferees agree that the \$1,000,000 provided for the model accident records automation demonstration project



shall be the final installment of federal support for this project. With the \$1,000,000 provided in fiscal year 1993, the total federal contribution shall be limited to \$2,000,000.

**Lifesavers conference.**—The conferees are impressed by the annual Lifesavers Conference on Highway Safety Priorities, a public-private sector cooperative effort which brings together national, state, community and volunteer traffic safety professionals to share information on programs and activities which save lives and reduce injuries on the nation's highways. The conferees expect NHTSA to continue to play a role in supporting these important annual conferences.

**Regional operations staffing.**—The conference agreement provides that not more than 93 full-time permanent positions and 95 full-time equivalent staff years in fiscal year 1994 shall be available for activities conducted in headquarters and the field related to NHTSA regional operations.

**Civil rights office.**—The conference agreement provides for the Office of Civil Rights as proposed by the Senate.

#### HIGHWAY TRAFFIC SAFETY GRANTS (LIQUIDATION OF CONTRACT AUTHORIZATION) (HIGHWAY TRUST FUND)

Amendment No. 63: Provides \$5,153,000 for the administration of the section 402 program as proposed by the House instead of \$4,800,000 as proposed by the Senate.

Amendment No. 64: Deletes language proposed by the Senate which would have specified certain costs associated with the administration of the section 402 program. The House bill contained no similar language.

#### FEDERAL RAILROAD ADMINISTRATION OFFICE OF THE ADMINISTRATOR

Amendment No. 65: Appropriates \$12,011,000 for the office of the administrator instead of \$14,865,000 as proposed by the House and \$9,990,000 as proposed by the Senate.

The conference agreement includes the following changes to the budget request:

Hold travel & transportation of persons to the fiscal year 1993 level .....	-\$39,000
Industry analysis of short-haul freight markets .....	-50,000
Reprogramming of unobligated balances .....	-1,100,000
Alaska Railroad environmental remediation/reprogramming .....	-1,900,000
Delete 4 positions and 4 FTEs .....	-300,000
Reduce bonuses and merit pay (PMRS) .....	-47,000

**Intercity origin and destination survey.**—The conferees agree that the Federal Railroad Administration, in conjunction with Amtrak, shall initiate an origin and destination survey of intercity rail passenger ridership.

Amendment No. 66: Provides \$2,435,000 available until expended instead of \$2,485,000 as proposed by the House and \$1,435,000 as proposed by the Senate. This represents the level of funding provided for the Alaska Railroad and for contract support.

#### LOCAL RAIL FREIGHT ASSISTANCE

Amendment No. 67: Appropriates \$17,000,000 for local rail freight assistance instead of \$10,000,000 as proposed by the House and \$20,000,000 as proposed by the Senate.

**Project selection.**—The conferees agree with the direction of the House that LRFA grant awards are to be based upon the results of benefit-cost analysis, other merit-based criteria, and statutory mandates, without regard to the number of awards in any particular state.

**Specific projects.**—The conferees agree that priority consideration should be given to grant applications from railroads listed in the House and Senate reports, provided the projects are of sufficient merit and rank high in benefit-cost analysis, with the exception of the project to rehabilitate rail line between Syracuse and Binghamton, New York. A loan guarantee has been provided for that project as described in amendments number 79 and 80.

#### RAILROAD SAFETY

Amendment No. 68: Appropriates \$44,420,000 for railroad safety instead of \$43,927,000 as proposed by the House and \$44,434,000 as proposed by the Senate.

The conference agreement includes the following changes to the budget request:

Safety regulation/program administration:	
Provide one-half the requested increase in data management activities .....	-\$214,000
Accountwide adjustments:	
Overtime costs .....	-50,000
Travel budget for training .....	-165,000
Reduce bonuses and awards (PMRS) .....	-67,000

Amendment No. 69: Provides \$2,711,000 available until expended as proposed by the Senate instead of \$1,357,000 as proposed by the House. This represents the level of funding provided for the automated track inspection program and for data management activities.

#### RAILROAD RESEARCH AND DEVELOPMENT

Amendment No. 70: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: \$37,613,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$37,613,000 for railroad research and development instead of \$20,166,000 as proposed by the House and \$17,113,000 as proposed by the Senate.

The conference agreement includes the following changes to the budget request:

Equipment, operations, and HAZMAT:	
Equipment and components .....	-\$300,000
Operating practices .....	-100,000
Hazardous materials .....	-200,000
Track, structures and train control:	
Track and components .....	-100,000
Fiber-reinforced ties .....	+250,000
Maglev/high speed rail:	
Maglev research and analysis .....	+20,000,000
High speed rail safety:	
Reprogramming, 1992 HSR study .....	-500,000
R&D facilities:	
Transportation Test Center upgrades .....	+400,000
Administration:	
Reduce bonuses and awards (PMRS) .....	-3,000

#### NORTHEAST CORRIDOR IMPROVEMENT PROGRAM

Amendment No. 71: Appropriates \$225,000,000 for the northeast corridor improvement program instead of \$130,000,000 as proposed by the House and \$250,000,000 as pro-

posed by the Senate. All funds are made available until expended, as proposed by the Senate.

**U.S. content of high speed trainsets.**—The conferees do not agree with the Senate direction that Amtrak should establish a goal of at least 80 percent U.S. content for the acquisition of new high speed trainsets, and that Amtrak should advise the Congress prior to contract award if the corporation plans to deviate substantially from that goal. The conferees are unsure at this time what impact such a restriction could have on Amtrak's ability to achieve full and timely competition for this program. However, the conferees are in agreement on the general goal that Amtrak should seek to maximize the U.S. content of the new trainsets, at a minimum being consistent with provisions of the Buy American Act. The Department of Transportation is encouraged to review this issue with Amtrak, and set appropriate goals to ensure maximum U.S. job creation consistent with the goals of the overall program.

#### GRANTS TO THE NATIONAL RAILROAD PASSENGER CORPORATION

Amendment No. 72: Appropriates \$546,700,000 in total funding for grants to the National Railroad Passenger Corporation (Amtrak), instead of \$431,000,000 as proposed by the House and \$559,580,000 as proposed by the Senate.

Amendment No. 73: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: \$351,700,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes \$351,000,000 to cover Amtrak's operating losses and labor protection costs as recommended by the Senate and, in addition, \$700,000 to cover 35 percent of the estimated operating losses for a second 403(b) train to run between Raleigh and Charlotte, North Carolina. Amtrak was provided funding to support this service in the Department of Transportation and Related Agencies Appropriations Bill, 1992, and Amtrak was directed to support such service at that time. It is therefore the opinion of the conferees that from a funding standpoint, this is not new 403(b) service. Instead, it is continuation of service for which Amtrak has received funding since fiscal year 1992. The conferees further agree that Amtrak's contribution in support of this second 403(b) train should not exceed \$700,000 in any one year.

**Potential personnel reductions at Amtrak.**—The conferees have provided the greatest amount of operating assistance possible for Amtrak given the severe budget restraints faced by the Congress. The conferees understand that Amtrak could face budget shortfalls as a result of the continued slowdown in Amtrak revenues and the amount of operating assistance provided. The carrier has indicated a need to lay off personnel to respond to the operating shortfall. The conferees have serious concerns about how any such layoffs will be implemented. A recent General Accounting Office report cited flaws and discrepancies in Amtrak's maintenance program. Nevertheless, Amtrak laid off substantial numbers of maintenance as well as safety-sensitive operating personnel. By contrast, according to testimony before the House Appropriations Committee, the management ranks were reduced only through



attrition. It is the conferees intent that, to the maximum extent possible, any further reductions in force to the carrier be focused at the managerial level.

Amendment No. 74: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *\$195,000,000, not to become available until July 1, 1994.*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement provides \$195,000,000 for Amtrak capital improvements, and delays the availability of the full amount until July 1, 1994.

Amendment No. 75: Deletes language proposed by the House which would prohibit the Secretary of Transportation from making new loans or new loan guarantees authorized under 45 U.S.C. 602 during fiscal year 1994. The Senate bill contained no similar provision.

Amendment No. 76: Deletes language proposed by the House which would require no funds to be expended or reserved for expenditure pursuant to 45 U.S.C. 601(e). The Senate bill contained no similar provision.

Amendment No. 77: Deletes language proposed by the House which would require Amtrak to utilize the funding provided in this Act for operating losses only for certain specified categories of expenses. The Senate bill contained no similar provision. The conferees agree to defer any restrictions on the management of Amtrak's operating subsidy until the report of the General Accounting Office (GAO) on the adequacy of Amtrak's financial management practices and accounting systems is completed and reviewed by the Congress.

Amendment No. 78: Deletes language proposed by the House which would require Amtrak to maintain adequate information in its financial management systems to monitor and account for the specific uses of appropriated funds. The Senate bill contained no similar provision. According to Amtrak, such a provision would be an unreasonable burden and would be difficult to implement, given the current status of the Corporation's accounting system.

#### RAILROAD REHABILITATION AND IMPROVEMENT PROGRAM

Amendment No. 79: Provides up to \$5,000,000 in loan guarantee commitments pursuant to section 511 of Public Law 94-210, as amended, as proposed by the Senate, instead of no new loan guarantee commitments as proposed by the House.

Amendment No. 80: Appropriates \$250,000 for the cost of such loan guarantee commitments, as proposed by the Senate. The House bill contained no similar appropriation.

#### NATIONAL MAGNETIC LEVITATION PROTOTYPE DEVELOPMENT

##### (LIMITATION ON OBLIGATIONS) (HIGHWAY TRUST FUND)

Amendment No. 81: Provides no obligation authority for national magnetic levitation (maglev) prototype development as proposed by the House instead of a limitation on obligations of \$27,900,000 as proposed by the Senate. An appropriation of \$20,000,000 has been included for maglev research and analysis activities under amendment number 70, "Railroad research and development".

##### (LIQUIDATION OF CONTRACT AUTHORIZATION) (HIGHWAY TRUST FUND)

Amendment No. 82: Deletes liquidating cash appropriation of \$27,900,000 proposed by

the Senate. The House bill contained no similar appropriation.

#### HIGH-SPEED GROUND TRANSPORTATION (LIQUIDATION OF CONTRACT AUTHORIZATION) (HIGHWAY TRUST FUND)

Amendment No. 83: Restores limitation on obligations of \$3,500,000 and liquidating cash appropriation of \$4,000,000 for the high-speed ground transportation program proposed by the House and authorized in section 1036 of the Intermodal Surface Transportation Efficiency Act of 1991.

#### HIGH-SPEED GROUND TRANSPORTATION DEVELOPMENT

Amendment No. 84: Deletes limitation on obligations of \$79,191,000 and appropriation from the general fund of \$2,091,000 for the high-speed ground transportation development program proposed by the Senate. The House bill contained no such appropriation, but included funds for a similar program, to be derived from the highway trust fund, as described in amendment number 83.

*High-speed ground transportation development.*—The conference agreement does not provide funding for the administration's high speed ground transportation (high speed rail) initiative because the program is not yet authorized. This year, both the House and Senate Transportation Appropriations Subcommittees held hearings specifically on the topic of high speed rail transportation. As a result of these hearings, the conferees have a great appreciation for the merits of federal investment in high speed rail systems in those densely populated corridors where such an expenditure represents a sound transportation investment. In addition to providing improved passenger transportation options, such investment could yield substantial benefits in the area of energy conservation and environmental protection as well as opportunities for technology transfer generating expanded employment opportunities in the United States. However, the conferees cannot support an appropriation for a sizable new national program without the opportunity to review the specific statutory structure and intent of the program as stipulated in an enacted authorization. The conferees look forward to reviewing this authorization once it is enacted and will consider funding for the program, either in the context of a supplemental appropriations request for fiscal year 1994 or as part of the President's budget request for fiscal year 1995.

#### TRUST FUND SHARE OF HIGH-SPEED GROUND TRANSPORTATION DEVELOPMENT (LIQUIDATION OF CONTRACT AUTHORIZATION) (HIGHWAY TRUST FUND)

Amendment No. 85: Deletes liquidating cash appropriation of \$77,100,000 out of the highway trust fund for the high-speed ground transportation development program proposed by the Senate. The House bill contained no similar appropriation.

#### FEDERAL TRANSIT ADMINISTRATION ADMINISTRATIVE EXPENSES

Amendment No. 86: Appropriates \$21,295,000 for administrative expenses as proposed by the Senate instead of \$19,569,000 as proposed by the House.

Amendment No. 87: Limits total budget authority for administrative expenses to \$39,457,000 as proposed by the Senate instead of \$37,731,000 as proposed by the House.

The conferees note that in the past the Congress has supported the efforts of several U.S. cities sponsoring international sporting events including the Pan-American games, the World University games and the Olym-

pics. Such events present unique and extraordinary transportation management challenges for local transportation and public safety agencies. Accordingly, the conferees urge the FTA, using available set-aside discretionary authority, to provide sufficient funding to assist each sponsor in managing the transportation and safety-related aspects of hosting the 1994 World Cup soccer games to be held at nine different locations. FTA should give priority to requests for capital items that can be used on a continuing basis either at the venue site or at other sites under the jurisdiction of the applicant. Items in this category include rolling stock, electronic and other signs used for multilingual and other purposes, traffic control barriers, and congestion management equipment.

#### FORMULA GRANTS

Amendment No. 88: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: *\$2,414,867,000*

and,

on page 26, line 13 of the House engrossed bill, H.R. 2750, delete "*\$1,324,916,000*" and insert in lieu thereof *\$1,284,916,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement limits total budget authority for formula grants to \$2,414,867,000 instead of \$2,404,867,000 as proposed by the House and \$2,336,000,000 as proposed by the Senate. The conferees agree to provide \$1,284,916,000 in new budget authority and a limitation on obligations of \$1,129,951,000 for transit formula grants.

Amendment No. 89: Limits obligations for operating assistance to \$802,278,000 as proposed by the Senate instead of \$752,278,000 as proposed by the House.

#### TRANSIT PLANNING AND RESEARCH

Amendment No. 90: Appropriates \$48,125,000 for transit planning and research instead of \$37,000,000 as proposed by the House and \$50,875,000 as proposed by the Senate.

Amendment No. 91: Limits total budget authority for transit planning and research to \$92,250,000 instead of \$76,125,000 as proposed by the House and \$95,000,000 as proposed by the Senate.

The conference agreement distributes the funding as follows:

Metropolitan planning .....	\$42,750,000
Rural transit assistance program .....	4,750,000
State planning and research program .....	8,750,000
Transit cooperative research program .....	8,750,000
National Transit Institute .....	3,000,000
National planning and research program .....	24,250,000

The conferees agree that within the national planning and research program \$500,000 is for the team transit program of the Minnesota Metropolitan Transit Commission, \$2,250,000 is for the phosphoric acid fuel cell bus technology development program, \$1,000,000 is for continued research on the deployment of an inertial navigation system, and \$6,250,000 is for phase 2 of the advanced technology transit bus program.

The conferees endorse the language in the House Committee's report that now is not the time to devote scarce budget resources to the suspended light rail technology program.

TRUST FUND SHARE OF TRANSIT PROGRAMS  
(LIQUIDATION OF CONTRACT AUTHORIZATION)  
(HIGHWAY TRUST FUND)

Amendment No. 92: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$1,195,000,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$1,195,000,000 for the trust fund share of transit programs, instead of \$1,140,000,000 as proposed by the House and \$1,076,133,000 as proposed by the Senate.

Amendment No. 93: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the sum proposed by said amendment, insert: \$1,129,951,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement provides \$1,129,951,000 from the mass transit account of the highway trust fund for formula grants instead of \$1,079,951,000 as proposed by the House and \$1,011,084,000 as proposed by the Senate.

Amendment No. 94: Provides \$44,125,000 from the mass transit account of the highway trust fund for transit planning and research as proposed by the Senate instead of \$39,125,000 as proposed by the House.

DISCRETIONARY GRANTS  
(LIMITATION ON OBLIGATIONS)  
(HIGHWAY TRUST FUND)

Amendment No. 95: Limits obligations for discretionary grants to \$1,785,000,000 as proposed by the Senate instead of \$1,707,425,000 as proposed by the House.

Amendment No. 96: Provides \$357,000,000 for buses and bus related facilities as proposed by the Senate instead of \$354,315,000 as proposed by the House. The conference agreement provides for the following distribution of funds:

Location	Amount
Albuquerque, New Mexico intermodal center .....	\$1,750,000
Atlanta, Georgia .....	4,000,000
Camden, New Jersey facility .....	800,000
Cedar Rapids, Iowa .....	3,000,000
Charleston, South Carolina .....	4,000,000
Clark County, Nevada .....	2,500,000
Cleveland, Ohio .....	3,500,000
Corpus Christi, Texas .....	1,500,000
Dallas, Texas .....	4,000,000
Des Moines, Iowa .....	2,000,000
El Paso, Texas .....	5,000,000
Fairfax County, Virginia ..	6,000,000
Fuel cell buses .....	3,400,000
Kauai, Hawaii motorpool facility .....	1,750,000
Lake County, Ohio .....	2,000,000
Lane County Transit, Eugene, Oregon .....	2,000,000
Laredo, Texas .....	4,500,000
Las Vegas Valley, Nevada ..	4,500,000
Little Rock Arkansas transit transfer .....	2,100,000
Los Angeles, California Union Station Intermodal .....	8,000,000
Louisville, Kentucky .....	2,000,000
Miami, Florida .....	3,000,000

Location	Amount
Milwaukee, Wisconsin .....	3,000,000
MTC, Minnesota .....	7,000,000
Nassau County, New York ..	12,000,000
New Orleans, Louisiana .....	5,000,000
Oklahoma City, Oklahoma ..	1,000,000
Orlando, Florida .....	2,500,000
Philadelphia, Pennsylvania—Erie Avenue .....	1,000,000
Philadelphia, Pennsylvania—Midvale garage .....	9,000,000
Pioneer Valley, Massachusetts .....	1,000,000
Rutland, Vermont multimodal facility .....	1,500,000
Sacramento, California .....	4,000,000
Salem, Oregon .....	3,800,000
Salt Lake City, Utah .....	3,000,000
San Francisco Bay area .....	3,000,000
San Juan, Puerto Rico intermodal facility .....	2,500,000
Santa Barbara, California ..	3,000,000
Seattle, Washington .....	4,700,000
Silver Spring, Maryland intermodal facility .....	1,500,000
Sioux Falls, South Dakota ..	2,400,000
South Amboy, New Jersey multimodal .....	500,000
South Bend, Indiana intermodal facility .....	3,100,000
Southeast Michigan (SMART) .....	5,000,000
St. Louis, Missouri .....	4,000,000
State of Illinois .....	17,000,000
State of Iowa .....	8,000,000
State of Maine .....	2,000,000
State of Missouri .....	8,000,000
State of North Carolina .....	12,000,000
State of Ohio .....	14,000,000
State of Oklahoma .....	5,000,000
State of Tennessee .....	8,000,000
State of Wisconsin .....	5,000,000
Tahoe Area Regional Transit System facility .....	2,100,000
Topeka, Kansas .....	8,000,000
Tucson, Arizona .....	1,500,000
Tulsa, Oklahoma .....	1,000,000
Wheeling, West Virginia intermodal facility .....	8,500,000
Williamsport, Pennsylvania ..	2,500,000
Unallocated .....	100,000,000
<b>Total .....</b>	<b>357,000,000</b>

The conferees agree that within the total for the state of Illinois is \$1,900,000 for compressed natural gas buses and a fuel station in Springfield and \$5,500,000 is for replacement buses and the Edwardsville transit center in Madison County.

Amendment No. 97: Provides \$667,940,000 for new fixed guideway systems as proposed by the Senate instead of \$593,050,000 as proposed by the House. The conference agreement provides for the following distribution of funds:

Project	Amount
Boston-Portland Commuter Rail .....	\$9,500,000
Chicago Central Area Circulator .....	24,090,000
Chicago Circulator—prior year .....	(8,500,000)
Cincinnati Commuter Rail Project .....	1,350,000
Cleveland Dual Hub .....	800,000
Dallas South Oak Cliff .....	40,000,000
Dallas South Oak Cliff—prior year .....	(4,000,000)
Florida Tri-County Commuter .....	10,000,000
Hawthorne-Warwick Commuter .....	6,700,000
Houston Regional Bus Plan Program .....	39,000,000

Project	Amount
Houston Regional Bus—prior year .....	(1,000,000)
Lakewood Freehold and Matawan .....	3,000,000
Los Angeles MOS-2 & MOS-3 .....	170,000,000
Maryland Commuter Rail Project .....	23,500,000
Memphis Regional Rail Project .....	500,000
Milwaukee East-West Corridor—prior year .....	(3,000,000)
New Jersey Urban Core .....	62,500,000
New Orleans Canal Street .....	3,600,000
New York Queens Connection .....	65,000,000
Northeast Ohio Commuter Rail .....	1,000,000
Orange County Transitway .....	15,500,000
Orlando Streetcar Project .....	3,000,000
Pittsburgh Busway Projects .....	36,700,000
Pittsburgh Busway Projects—prior year .....	(5,000,000)
Portland Westside LRT Project .....	83,500,000
S.F. BART Extension/Tasman Corridor .....	28,200,000
Sacramento LRT Extension Project .....	1,000,000
Salt Lake City South LRT Project .....	3,000,000
Secretary's Discretion—prior year .....	(45,000,000)
South Boston Piers Transitway .....	10,000,000
South Boston Piers Transitway—prior year ..	(10,000,000)
South Jersey alternatives analysis .....	500,000
St. Louis METRO Link LRT Project .....	15,200,000
Twin Cities Central Corridor .....	2,800,000
Wisconsin Central Commuter .....	8,000,000
<b>Total .....</b>	<b>667,940,000</b>
<b>Total—prior year .....</b>	<b>(76,500,000)</b>

Amendment No. 98: Provides \$24,090,000 for the Chicago Central Area Circulator Project instead of \$55,000,000 as proposed by the House and \$5,000,000 as proposed by the Senate.

Amendment No. 99: Provides \$800,000 for the Cleveland Dual Hub Corridor Project and \$9,500,000 for the Boston, Massachusetts to Portland, Maine Commuter Rail Project. The House proposed \$1,600,000 for the Cleveland Dual Hub Corridor project only and the Senate proposed \$14,500,000 for the Boston to Portland Commuter Rail Project only.

Amendment No. 100: Provides \$40,000,000 for the Dallas South Oak Cliff LRT Project instead of \$60,000,000 as proposed by the House and \$38,720,000 as proposed by the Senate.

Amendment No. 101: Provides \$39,000,000 for the Houston Regional Bus Plan Program of Projects instead of \$40,500,000 as proposed by the House and \$14,500,000 as proposed by the Senate.

Amendment No. 102: Provides \$62,500,000 for the New Jersey Urban Core instead of \$2,000,000 for alternatives analysis for the Kansas City South Corridor LRT Project as proposed by the House and \$64,800,000 for the New Jersey Urban Core as proposed by the Senate.

Amendment No. 103: Provides \$170,000,000 for the Los Angeles Metro Rail MOS-2 and MOS-3 Projects instead of \$163,050,000 as proposed by the House and \$190,000,000 as proposed by the Senate.

Amendment No. 104: Provides \$3,600,000 for the New Orleans Canal Street Corridor



Project instead of \$2,400,000 as proposed by the House and \$4,800,000 as proposed by the Senate.

Amendment No. 105: Provides that funds for the New Orleans Canal Street Corridor Project may be used for preliminary engineering and environmental analysis as proposed by the Senate instead of for alternatives analysis only as proposed by the House.

Amendment No. 106: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert:

*\$1,000,000 for the Northeast Ohio Commuter Rail Project;*

*\$500,000 for the South Jersey alternatives analysis;*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement provides \$1,000,000 for the Northeast Ohio Commuter Rail Project and \$500,000 for the South Jersey alternatives analysis. The House proposed \$1,000,000 only for the Northeast Ohio Commuter Rail Project and the Senate proposed \$500,000 only for the South Jersey alternatives analysis.

Amendment No. 107: Provides \$15,500,000 for the Orange County Transitway System Project instead of \$13,000,000 as proposed by the House and \$25,000,000 as proposed by the Senate.

Amendment No. 108: Deletes language included by the House limiting funding for the Orange County Transitway System Project to design only.

Amendment No. 109: Provides \$36,700,000 for the Pittsburgh Busway Projects and \$65,000,000 for the New York Queens Connection Project. The House proposed \$50,000,000 for the Pittsburgh Busway Projects only and the Senate proposed \$70,000,000 for the New York Queens Connection Project only. The funding provided for the New York Queens Connection Project is intended for necessary site acquisition and construction.

Amendment No. 110: Provides \$3,000,000 for the Orlando Streetcar Project. The Senate proposed \$3,800,000 for the Orlando Streetcar Project. The House bill contained no similar provision.

Amendment No. 111: Provides \$83,500,000 for the Portland Westside LRT Project instead of \$70,000,000 as proposed by the House and \$99,000,000 as proposed by the Senate.

Amendment No. 112: Provides \$1,000,000 for the Sacramento LRT Extension Project as proposed by the Senate instead of \$1,500,000 as proposed by the House.

Amendment No. 113: Provides \$28,200,000 for the San Francisco Airport BART Extension Project and the Tasman Corridor LRT Project as proposed by the House instead of \$44,820,000 as proposed by the Senate.

Amendment No. 114: Provides \$3,000,000 for the Salt Lake City South LRT Project instead of \$2,000,000 as proposed by the House and \$6,000,000 as proposed by the Senate.

Amendment No. 115: Provides that funding for the Salt Lake City South LRT Project be used only for preliminary engineering as proposed by the House instead of without restrictions as proposed by the Senate.

Amendment No. 116: Provides \$15,200,000 for the St. Louis METRO Link LRT to Airport Project as proposed by the Senate instead of \$19,600,000 as proposed by the House.

Amendment No. 117: Provides \$10,000,000 for the Florida Tri-County Commuter Rail

Project as proposed by the House instead of \$12,000,000 as proposed by the Senate.

Amendment No. 118: Provides \$2,800,000 for preliminary engineering only for the Twin Cities Central Corridor Project and \$23,500,000 for the Maryland Commuter Rail Project. The House had proposed \$3,200,000 only for the Twin Cities Central Corridor Project and the Senate had proposed \$25,000,000 only for the Maryland Commuter Rail Project.

Amendment No. 119: Provides \$8,000,000 for the Wisconsin Central Commuter Line Project as proposed by the Senate instead of \$10,000,000 as proposed by the House.

Amendment No. 120: Deletes the word "and" as proposed by the Senate.

Amendment No. 121: Provides \$3,000,000 for the Lakewood Freehold and Matawan or Jamesburg Commuter Rail Project as proposed by the Senate. The House bill contained no similar provision.

Amendment No. 122: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which provides \$6,700,000 for the Hawthorne-Warwick Commuter Rail Project. The House bill contained no similar provision.

Amendment No. 123: Deletes \$3,150,000 for the Baltimore LRT Extensions Project proposed by the Senate. The House bill contained no similar provision.

Amendment No. 124: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert: *\$1,350,000 for alternatives analysis for Cincinnati, Ohio Commuter Rail;* and

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement provides \$1,350,000 for alternatives analysis for Cincinnati, Ohio Commuter Rail. The Senate proposed \$1,850,000 for alternatives analysis for Cincinnati, Ohio Commuter Rail. The House bill contained no similar provision.

Amendment No. 125: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert: *\$500,000 for Memphis, Tennessee Regional Rail Plan*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement provides \$500,000 for the Memphis, Tennessee Regional Rail Plan. The Senate proposed \$600,000 for the Memphis, Tennessee Regional Rail Plan. The House bill contained no similar provision.

Amendment No. 126: Deletes House language which would have provided \$50,000,000 to be allocated at the discretion of the Secretary of Transportation.

Amendment No. 127: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert: *\$10,000,000 shall be for the South Boston Piers Transitway, \$8,500,000 shall be for the Chicago Central Area Circulator Project, \$4,000,000 shall be for the Dallas South Oak Cliff LRT Project, \$1,000,000 shall be for the Houston Regional Bus Plan Program of Projects, \$5,000,000 shall be for the*

*Pittsburgh Busway Projects, \$3,000,000 shall be for the Milwaukee, Wisconsin East-West Corridor Project and \$45,000,000*

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The recommended distribution of \$76,500,000 of prior year funds as provided in the House bill, the Senate bill, and the conference agreement follows:

Project	House bill	Senate bill	Conference
South Boston Piers Transitway	\$26,500,000		\$10,000,000
Milwaukee East-West Corridor		\$4,000,000	3,000,000
Dallas/Ft. Worth RAILTRAN		3,200,000	
Chicago Circulator			8,500,000
Dallas South Oak Cliff LRT			4,000,000
Houston Regional Bus Projects			1,000,000
Pittsburgh Busway Projects			5,000,000
Unallocated/Sec'y discretion	50,000,000	69,300,000	45,000,000
Total	76,500,000	76,500,000	76,500,000

#### INTERSTATE TRANSFER GRANTS—TRANSIT

Amendment No. 128: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert:

#### INTERSTATE TRANSFER GRANTS—TRANSIT

For necessary expenses to carry out the provisions of 23 U.S.C. 103(e)(4) related to transit projects, \$45,000,000, to remain available until expended.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement provides \$45,000,000 for Interstate transfer grants as proposed by the Senate and makes a technical change in the centerheading. The House bill contained no similar provision.

#### SAINT LAWRENCE SEAWAY DEVELOPMENT CORPORATION

##### OPERATIONS AND MAINTENANCE

##### (HARBOR MAINTENANCE TRUST FUND)

Amendment No. 129: Appropriates \$10,765,000 for operations and maintenance of the Saint Lawrence Seaway Development Corporation instead of \$10,901,000 as proposed by the House and \$10,265,000 as proposed by the Senate.

The conference agreement reflects a reduction of \$150,000 from the budget estimate which is to be applied to travel mission expenses.

#### ADDITIONAL HIGHWAY PROJECTS

##### APPALACHIAN CORRIDOR IMPROVEMENT PROJECT

Amendment No. 130: Provides that appropriations made for the Appalachian corridor improvement project include both Kentucky Corridor B and West Virginia Corridor L instead of Kentucky Corridor B only as proposed by the House and West Virginia Corridor L only as proposed by the Senate.

Amendment No. 131: Appropriates \$57,000,000 for the Appalachian corridor improvement project instead of \$3,800,000 as proposed by the House and \$62,200,000 as proposed by the Senate.

The conference agreement includes \$3,000,000 for Kentucky Corridor B and \$54,000,000 for West Virginia Corridor L.

##### CUMBERLAND GAP TUNNEL PROJECT

Amendment No. 132: Appropriates \$6,000,000 for expenses necessary for the Cumberland Gap Tunnel Project instead of \$10,000,000 for 80 percent of the expenses necessary as proposed by the House. The Senate bill contained no similar provision.



Amendment No. 133: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert:

#### LOCK AND DAM NO. 4 BRIDGE

For 80 percent of the expenses necessary for the Lock and Dam No. 4 bridge in Pine Bluff, Arkansas, \$4,000,000.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$4,000,000 for the bridge project over Lock and Dam No. 4 in Pine Bluff, Arkansas. The Senate proposed \$28,000,000 for the Pittsburgh Busway in this amendment and \$5,000,000 for Lock and Dam No. 4 in amendment numbered 158. The House bill contained no provision for Lock and Dam No. 4. Funding for the Pittsburgh Busway is addressed in amendments 109 and 127.

#### MINEOLA GRADE CROSSING

Amendment No. 134: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert:

#### MINEOLA GRADE CROSSING PROJECT (HIGHWAY TRUST FUND)

For 80 percent of the expenses necessary for the Mineola, New York grade crossing project, as authorized by Public Law 99-591, \$7,800,000, to be derived from the Highway Trust Fund and to remain available until expended.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$7,800,000 to remain available until expended for the Mineola, New York grade crossing project from the Highway trust fund. The Senate proposed \$7,800,000 for the Mineola grade crossing project from the general fund. The House bill contained no similar provision.

#### CONGESTION MITIGATION

Amendment No. 135: Appropriates \$1,600,000 for the Syracuse, New York, congestion mitigation project. The Senate proposed \$2,000,000 for the Syracuse congestion mitigation project. The House bill contained no similar provision.

#### CROSS WESTCHESTER EXPRESSWAY

Amendment No. 136: Appropriates \$9,800,000 for the I-287 Cross Westchester, New York, expressway high occupancy vehicle lane project. The Senate proposed \$15,000,000 for the Cross Westchester project. The House bill contained no similar provision.

#### SCHENECTADY BRIDGE

Amendment No. 137: Appropriates \$3,200,000 for construction of the exit 26 bridge in Schenectady County, New York. The Senate proposed \$4,000,000 for the Schenectady bridge project. The House bill contained no similar provision.

#### COLUMBIA GORGE HIGHWAY

Amendment No. 138: Appropriates \$2,500,000 for the Hood River to Mosier connection project in Oregon. The Senate proposed \$2,800,000 for the Columbia Gorge highway project. The House bill contained no similar provision.

#### MANASSAS BATTLEFIELD BYPASS

Amendment No. 139: Appropriates \$3,000,000 for 75 percent of the expenses necessary for

the Manassas Battlefield highway projects. The Senate proposed \$3,200,000 for 80 percent of the necessary expenses for the Manassas Battlefield Bypass. The House bill contained no similar provision.

#### RESEARCH AND SPECIAL PROGRAMS ADMINISTRATION

##### HAZARDOUS MATERIALS SAFETY

Amendment No. 140: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the first sum named in said amendment, insert: \$12,600,000 and,

In lieu of the second sum named in said amendment, insert: \$1,364,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$12,600,000 for hazardous materials safety activities instead of \$12,721,000 as proposed by the Senate and no appropriation as proposed by the House. The agreement makes \$1,364,000 available until expended, instead of \$1,334,000 as proposed by the Senate, and provides that certain receipts may be credited to the appropriation.

The conference agreement includes the following adjustments to the President's budget request:

HAZMAT inspectors (+3 FTE) .....	+ \$139,000
HAZMAT information exchange .....	- 50,000
HAZMAT specialist internship program .....	- 10,000
Sanitary food safety .....	- 75,000
Registration program administration .....	- 100,000
Research and development .....	- 36,000
Reduction to awards and bonuses .....	- 39,000

*Administrative FTE reductions.*—The conferees expect the administrator of the Research and Special Programs Administration, in managing any administrative staffing reductions which may be necessary in fiscal year 1994, to accord the highest priority to maintaining the Congressionally-directed staffing levels for the Office of Hazardous Materials Safety.

##### AVIATION INFORMATION MANAGEMENT

Amendment No. 141: Appropriates \$2,521,000 as proposed by the Senate instead of \$2,533,000 as proposed by the House.

The conference agreement includes a reduction to the President's budget request of \$12,000 for awards and bonuses.

##### EMERGENCY TRANSPORTATION

Amendment No. 142: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: \$842,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$842,000 instead of \$915,000 as proposed by the House and \$884,000 as proposed by the Senate.

The conference agreement includes the following adjustments to the President's budget:

Delete "modernization" study .....	- \$50,000
Delete geographic information system .....	- 69,000

Reduction to awards and bonuses .....	- 4,000
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*Geographic information system.*—The conferees have no objection if the Secretary wishes to fund the geographic information system out of base resources provided for the Office of Emergency Transportation.

##### RESEARCH AND TECHNOLOGY

Amendment No. 143: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the sum proposed by said amendment, insert: \$1,766,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$1,766,000 instead of \$1,863,000 as proposed by the House and \$1,781,000 as proposed by the Senate. The conference agreement includes the following adjustments to the President's budget:

Radionavigation plan cost sharing .....	- \$100,000
Reduce research and development coordination .....	- 85,000
Reduction to awards and bonuses .....	- 12,000

*Radionavigation plan cost sharing.*—The conferees direct that the cost of developing the 1994 Federal radionavigation plan shall be shared by the modal administrations based on the Secretary's assessment of the primary civil users of the global positioning system.

*Volpe National Transportation Systems Center.*—The conferees agree that the Federal staff ceiling at the Volpe Center shall be 524 full-time equivalent staff years in fiscal year 1994. The conferees will reconsider increasing the staff ceiling at the Volpe Center next year after the Inspector General's ongoing audit of Volpe Center operations is completed.

##### PROGRAM AND ADMINISTRATIVE SUPPORT

Amendment No. 144: Appropriates \$6,279,000 instead of \$6,160,000 as proposed by the House and \$6,283,000 as proposed by the Senate.

The conference agreement includes the following adjustments to the President's budget request:

Reduction to growth in information management ..	- \$43,000
Reduction to training .....	- 4,000
Reduction to awards and bonuses .....	- 29,000

*Civil rights office.*—The conference agreement provides for the Office of Civil Rights as proposed by the Senate.

##### PIPELINE SAFETY

##### (PIPELINE SAFETY FUND)

Amendment No. 145: Appropriates \$19,376,000 instead of \$19,479,000 as proposed by the House and \$19,146,000 as proposed by the Senate.

The conference agreement includes the following adjustments to the President's budget request:

Pipeline inspectors (+3 FTE) .....	+ \$168,000
Oil Pollution Act positions (+2 FTE) .....	+ 136,000
Inspector travel .....	+ 20,000
Reduce printing costs .....	- 5,000
Inspector training at TSI ..	+ 54,000
Reduction to growth in research and development ..	- 100,000
Contractor support for oil spill plan review .....	- 252,000
State safety grants .....	+ 500,000

Reduction to awards and bonuses ..... -32,000

**Pipeline inspector positions.**—The conferees direct the administrator of the Research and Special Programs Administration to fill the three pipeline inspector positions as soon as possible after enactment of this Act.

**Administrative FTE reductions.**—The conferees expect the administrator of the Research and Special Programs Administration, in managing any administrative staffing reductions which may be necessary in fiscal year 1994, to accord the highest priority to maintaining the Congressionally-directed staffing levels for the Office of Pipeline Safety.

**Amendment No. 146:** Provides that \$2,449,000 shall be derived from the oil spill liability trust fund as proposed by the House instead of \$2,313,000 as proposed by the Senate.

**Amendment No. 147:** Provides that \$16,927,000 shall be derived from the pipeline safety fund instead of \$17,030,000 as proposed by the House and \$16,833,000 as proposed by the Senate.

#### EMERGENCY PREPAREDNESS GRANTS

##### (EMERGENCY PREPAREDNESS FUND)

**Amendment No. 148:** Limits budget authority to \$11,000,000 as proposed by the Senate instead of \$10,350,000 as proposed by the House.

The conference agreement includes the following adjustments to the President's budget request:

Planning and training grants .....	- \$3,150,000
Technical assistance/monitoring .....	- 100,000
Administration .....	- 725,000
Emergency response guide .....	- 250,000
HAZMAT worker training grants .....	+ 250,000

**Amendment No. 149:** Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which permits emergency preparedness funds to be available to the National Institute of Environmental Health Sciences in addition to the Secretary of Transportation. The House bill contained no similar provision.

#### OFFICE OF THE INSPECTOR GENERAL

##### SALARIES AND EXPENSES

**Amendment No. 150:** Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the first sum named in said amendment, insert: \$39,000,000

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement appropriates \$39,000,000 for the office of the inspector general instead of no funding as proposed by the House and \$36,595,000 as proposed by the Senate, and provides that not more than \$1,000,000 of the funding may be made available for the implementation of Public Law 101-576, as proposed by the Senate.

The conference agreement includes the following changes to the budget request:

CFO Act implementation ..	- \$2,600,000
Administratively uncontrollable overtime .....	- 54,000
Additional audit/investigative resources .....	+ 1,021,000
Reduce bonuses and awards (PMRS) .....	- 73,000

#### TITLE II—RELATED AGENCIES

##### INTERSTATE COMMERCE COMMISSION

##### SALARIES AND EXPENSES

**Amendment No. 151:** Appropriates \$44,960,000 as proposed by the Senate instead of \$44,904,000 as proposed by the House.

**Staffing allocation.**—The conferees agree on the following distribution of this appropriation and staff year allocations:

Office	Staff Years	Amount
Commissioners and their offices .....	42	\$4,786,000
Secretary .....	91	5,018,000
General Counsel .....	20	2,311,000
Proceedings .....	72	6,280,000
Hearings .....	5	477,000
Public Assistance .....	11	1,118,000
Economics .....	71	7,056,000
Tariffs .....	62	4,981,000
Compliance and consumer assistance .....	182	13,690,000
Managing Director .....	59	5,543,000
Offsetting collections .....	—	- 7,300,000
<b>Total .....</b>	<b>615</b>	<b>\$44,960,000</b>

**Computer redesign.**—The conference agreement provides \$1,672,000 for the redesign of the ICC's data processing systems.

**Reprogramming procedures.**—The conferees expect the Commission to use normal reprogramming procedures should it propose to deviate by more than four percent from the staff year allocations or by more than four percent from the funding allocations listed above.

#### PANAMA CANAL COMMISSION

##### PANAMA CANAL REVOLVING FUND

**Amendment No. 152:** Deletes provision proposed by the Senate which would limit annuity payments to the government of Panama to \$50,000,000 until receipt of certification that the government of Panama has taken adequate action to enforce the provisions of Annex V of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78). The House bill contained no similar provision.

The conferees continue to be disturbed with the Government of Panama's enforcement record with Panamanian flag ships that have been found by the United States to be in violation of Annex V of the International Convention for the Prevention of Pollution from Ships (MARPOL 73/78). The conferees concern is based on a lack of demonstrated results over the last year. While the Government of Panama has apparently increased its enforcement activity, significant progress has yet to be made to ensure improved compliance.

Testimony by the U.S. Coast Guard before the Committee and confirmed by the report submitted by the Secretaries of State and Transportation, indicates that of the 50 violation cases forwarded to Panama by the U.S. in December 1992, a total of two ships were fined at minimal levels. Further, Panama acknowledged receipt of fewer than 20 of those 50 cases. While apparently some sanctions were issued against other vessels, Panama has failed to respond to inquiries by the United States Embassy regarding the details of these actions.

Although the Government of Panama has announced its intention to hire inspectors in foreign ports to improve compliance of Panamanian ships with MARPOL Annex V, the employment of overseas inspectors is a minimal responsibility belonging to all flag administrations and does not represent an extraordinary effort. Moreover, the use of such inspectors by other flag administrations has not necessarily ensured adequate compliance by ships flying their flag. The conferees look forward to reviewing Panama's enforcement

record over the course of the next year to see if the improved enforcement efforts reported by the Government of Panama yield meaningful results.

#### TITLE III—GENERAL PROVISIONS

**Amendment No. 153:** Restores House language that requires expenditures by the Panama Canal Commission to conform to the Panama Canal Treaties of 1977 and related implementing laws. The Senate bill contained no similar provision.

**Amendment No. 154:** Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that allow the Secretary to plan for further development of the Volpe National Transportation Systems Center. The House bill contained no similar provision.

**Amendment No. 155:** Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate that provides that further planning for the development of the Volpe National Transportation Systems Center shall not alter the federal status of the center. The House bill contained no similar provision.

**Amendment No. 156:** Deletes the word "and" as proposed by the Senate.

**Amendment No. 157:** Provides not more than \$1,050,000 for the Office of Intermodalism authorized by section 5002 of Public Law 102-240 as proposed by the Senate instead of \$1,107,124 as proposed by the House.

**Amendment No. 158:** Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the matter proposed by said amendment, insert: and \$458,629 for the National Commission on Intermodal Transportation authorized by section 5005 of Public Law 102-240. Amounts for section 5002 and section 5005 of Public Law 102-240 shall be deemed necessary for administration under section 104(a) of title 23, United States Code; and

(4) Notwithstanding subsection (a), the Secretary shall withhold from initial distribution the fiscal year 1994 Federal-aid highways obligation limitation set aside for Interstate Construction Discretionary projects: Provided, That the Secretary shall distribute only after August 1, 1994, such obligation limitation withheld in accordance with this section to those States receiving Interstate Discretionary allocations.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement provides \$458,629 for the National Commission on Intermodal Transportation and provides that the amounts for the Commission and for the Office of Intermodalism shall be considered necessary for administration under title 23 of the U.S. Code. In addition, the conference agreement requires the Secretary to withhold from obligation amounts set aside for Interstate Construction Discretionary projects until August 1, 1994.

The Senate proposed (1) deferring obligations on Interstate Construction projects; (2) providing \$458,629 for the Commission on Intermodal Transportation; (3) providing \$15,000,000 for expenses of the Symms National Recreational Trails Act; (4) providing \$5,000,000 for Lock and Dam No. 4 in Pine Bluff, Arkansas; and (5) considering certain amounts necessary for administration under title 23 of the U.S. Code. The House bill contained no similar provision.

**Amendment No. 159:** Reported in technical disagreement. The managers on the part of



the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the matter stricken and inserted by said amendment, insert:

(d) During the period October 1 through December 31, 1993, the aggregate amount of obligations under section 157 of title 23, United States Code for projects covered under section 147 of the Surface Transportation Assistance Act of 1978, section 9 of the Federal-Aid Highway Act of 1981, sections 131(b), 131(f), and 404 of Public Law 97-424, sections 1061, 1103 through 1109, 4008, and 6023(b)(8) and 6023(b)(10) of Public Law 102-240, and for projects authorized by Public Law 99-500 and Public Law 100-17, shall not exceed \$302,551,350.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement limits first quarter obligations for certain programs to \$302,551,350. The House bill contained a provision relating to the bonus obligation program. The Senate bill deleted the House provision and included language limiting first quarter obligations for certain programs in addition to placing certain activities under the obligation limitation for the Federal-aid highways program.

Amendment No. 160: Provides not to exceed \$1,500,000 for Department of Transportation advisory committees as proposed by the Senate instead of \$800,000 as proposed by the House.

Amendment No. 161: Restores House language which prohibits the Federal Aviation Administration from implementing a new weather graphics system. The Senate bill contained no similar provision.

Amendment No. 162: Restores House language which directs the Coast Guard to use \$1,000,000 for research activities at the South Florida oil spill research center. The Senate bill contained no similar provision.

Amendment No. 163: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "324", insert: 324A

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes language which allows certain funds made available to the Federal Transit Administration for specified projects to be used for other section 3 projects after September 30, 1996.

Amendment No. 164: Deletes House language which would have prohibited the Research and Special Programs Administration from issuing a rulemaking pertaining to the labeling and marking requirements of oils packaged in bulk as proposed by the Senate.

Amendment No. 165: Restores House language which prohibits funds to entities that divert airport revenue to non-airport uses in violation of the Airport and Airway Improvement Act of 1982. The Senate bill contained no similar provision.

Amendment No. 166: Deletes Senate language which pertains to Interstate maintenance under the Federal Highway Administration Federal-Aid Highways Program. The House bill contained no similar provision.

Amendment No. 167: Deletes House language which would have prohibited the Federal Aviation Administration from using a limited liability corporation to conduct research. The Senate bill contained no similar provision.

Amendment No. 168: Restores House language which prohibits the withdrawal of slots from U.S. air carriers at O'Hare International Airport if such slots are to be allocated to foreign carriers and conforms section number. The Senate bill contained no similar provision.

Amendment No. 169: Deletes Senate language which would have limited the availability of highway funds under the 1982 and 1987 surface transportation acts to September 30, 1997. The House bill contained no similar provision.

Amendment No. 170: Restores House language which prohibits the use of funds for creating highway signs using the metric system. The Senate bill contained no similar provision.

Amendment No. 171: Restores with modifications House language requiring all entities receiving assistance under this Act to comply with the Buy American Act which was stricken by the Senate.

Amendment No. 172: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate which provides that tolls collected on bridges connecting Brooklyn and Staten Island can be collected only on vehicles exiting the bridge in Staten Island. The House bill contained no similar provision.

Amendment No. 173: Deletes Senate language which would have conditioned Coast Guard acquisition, construction and improvement funding for a given calendar quarter on the Commandant's submission of a quarterly report on major acquisition projects and specifies several criteria that such reports must satisfy. The House bill contained no similar provision.

The conference agreement does not include the statutory limitation carried in previous appropriations Acts making the availability of Coast Guard acquisition, construction, and improvement funds contingent upon the submission of quarterly acquisition reports. The conferees direct, however, that these reports continue to be submitted on the same schedule and in the same format as was mandated for fiscal year 1993. If this material is not received in the required format and timeframe, the statutory limitation will be reconsidered in a future appropriations measure.

Amendment No. 174: Deletes Senate language which specified that permitting requirements for federally funded intercity rail projects continue in effect. The House bill contained no similar provision.

The conference agreement does not include the Senate provision relating to the permitting requirements for the Northeast Corridor Improvement Project as this provision constitutes a permanent change in law which should be addressed by the appropriate authorizing committees. However, the conferees commend this important provision to the attention of the authorizing committees and hope that they will consider this measure in the very near future so no unnecessary delays are encountered as part of the New Haven-Boston electrification initiative.

Amendment No. 175: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert:

SEC. 336. None of the funds provided in this Act shall be used to remote radar coverage from the Roswell, New Mexico, airport unless the Federal Aviation Administration shows a sig-

nificant cost savings by remote radar coverage based upon a cost study applying (1) actual personnel staffing levels used at comparable facilities, and (2) the actual equipment costs based on integration with existing systems rather than acquisition of wholly redundant systems. The Federal Aviation Administration will report back to the House and Senate Committees on Appropriations with an appropriate study not later than December 31, 1993.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes language which prohibits the Federal Aviation Administration from removing radar coverage from the Roswell, New Mexico, airport unless a cost study meeting certain criteria shows significant cost savings. The House bill contained no similar provision.

Amendment No. 176: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert the following:

SEC. 337. Monies previously appropriated for the Chattanooga fixed rail project out of the section 3 "New Construction" account shall be made available for the Chattanooga electric vehicle project through the "Bus and Bus Facilities" account.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes language which allows funds previously approved for a fixed rail project in Chattanooga, Tennessee, to be available for an electric vehicle project in that city as proposed by the Senate. The House bill contained no similar provision.

Amendment No. 177: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert the following:

SEC. 338. Funds previously appropriated for Project Breakeven in Portland, Oregon, may, upon application by Tri-Met to the Federal Transit Administration, be expended on the Westside Light Rail Project in the Portland metropolitan region.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes a provision which allows funds previously appropriated for Project Breakeven in Portland, Oregon to be transferred to the Westside Light Rail Project in the Portland metropolitan region as proposed by the Senate. The House bill contained no similar provision.

Amendment No. 178: Deletes Senate language which would have amended the Railway Labor Act to extend its jurisdiction to the foreign operations of U.S. air carriers. The House bill contained no similar provision.

The conferees urge the authorizing committees with proper jurisdiction to report legislation during fiscal year 1994 clarifying that the Railway Labor Act extends to flight crew personnel, employed by U.S. air carriers, who are domiciled overseas and covered by a collective bargaining agreement.

Amendment No. 179: Deletes Senate language which would have provided \$3,100,000 for a transit operating expense grant and \$1,750,000 for a capital expense grant to the



county of Kauai, Hawaii. The House bill contained no similar provision.

Amendment No. 180: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the matter inserted by said amendment, insert the following:

SEC. 339. The Administrator of the Federal Aviation Administration, pursuant to the Federal Aviation Administration's participation in the National Implementation Plan for the Modernization and Associated Restructuring of the National Weather Service, shall install seven standard Federal Aviation Administration redundant configuration NEXRAD radar systems, to provide coverage to each of the following areas in Alaska: Anchorage; Sitka; King Salmon; Middleton Island; Fairbanks; Nome; and Bethel: Provided, That the Administrator of the Federal Aviation Administration shall submit a study to the House and Senate Committees on Appropriations on the adequacy and effect on aviation safety of installing fewer than nine NEXRAD systems in Alaska.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes language which requires the Federal Aviation Administration to install NEXRAD radars to cover specified locations in Alaska and to submit a study regarding the adequacy and effect on aviation safety of installing certain NEXRAD systems in Alaska. The House bill contained no similar provision.

Amendment No. 181: Deletes Senate language which expresses the sense of the Senate that each state motor vehicle department should require each applicant for a driver's license or identification card to establish his or her citizenship or residence status. The House bill contained no similar provision.

Amendment No. 182: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment, as follows:

In lieu of the matter inserted by said amendment, insert:

SEC. 340. (a) The Secretary of Transportation shall permit the obligation of not to exceed \$4,000,000, apportioned under title 23, United States Code, section 104(b)(5)(B) for the State of Florida for operating expenses of the Tri-County

Commuter Rail project in the area of Dade, Broward, and Palm Beach Counties, Florida, during each year that Interstate 95 is under reconstruction in such area.

(b) The Secretary of Transportation shall permit the obligation of not to exceed \$9,000,000, apportioned under title 23, United States Code, section 104(b)(5)(B) for the State of North Carolina for capital improvements for their Rail Impact project in the Interstate 40/85 corridor from Raleigh to Charlotte during each year that Interstate 40/85 is under reconstruction in such area.

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement allows the Secretary of Transportation to permit obligations of up to \$4,000,000 for the rail impact project in Dade, Broward, and Palm Beach Counties, Florida and obligations of up to \$9,000,000 for the rail impact project in the Interstate 40/85 corridor in North Carolina. The Senate has proposed such authority for the Tri-County Commuter Rail project in Florida. The House bill contained no similar provision.

Amendment No. 183: Deletes Senate language which expresses the sense of the Senate that Congress should not fund full production of the microwave landing system until the Federal Aviation Administration determines whether other alternatives are cost effective. The House bill contained no similar provision.

Amendment No. 184: Deletes Senate language which expresses the sense of the Senate regarding cost/benefit analyses for installations at joint-use civilian military airports and requires the Federal Aviation Administration to reevaluate the radar needs at the Cheyenne, Wyoming Airport. The House bill contained no similar provision.

Amendment No. 185: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "348", insert: 341

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes language which provides for a review of Federal Aviation Administration actions pertaining to the closing of certain flight service sta-

tions in Alaska as proposed by the Senate. The House bill contained no similar provision.

Amendment No. 186: Reported in technical disagreement. The managers on the part of the House will offer a motion to recede and concur in the amendment of the Senate with an amendment as follows:

In lieu of the section number "349", insert: 342

The managers on the part of the Senate will move to concur in the amendment of the House to the amendment of the Senate.

The conference agreement includes language which provides for the initiation of new state-supported Amtrak service under certain criteria. The House bill contained no similar provision.

Amendment No. 187: Deletes Senate language which would have amended the route of the high priority corridor from Indianapolis, Indiana, to Houston, Texas, on the National Highway System. The House bill contained no similar provision.

#### CONFERENCE TOTAL—WITH COMPARISONS

The total new budget (obligational) authority for the fiscal year 1994 recommended by the Committee of Conference, with comparisons to the fiscal year 1993 amount, the 1994 budget estimates, and the House and Senate bills for 1994 follow:

New budget (obligational) authority, fiscal year 1993 .....	\$13,386,062,347
Budget estimates of new (obligational) authority, fiscal year 1994 .....	14,268,309,569
House bill, fiscal year 1994 .....	13,382,997,429
Senate bill, fiscal year 1994 .....	14,047,902,429
Conference agreement, fiscal year 1994 .....	13,897,150,429
Conference agreement compared with:	
New budget (obligational) authority, fiscal year 1993 .....	+511,088,082
Budget estimates of new (obligational) authority, fiscal year 1994 .....	-371,159,140
House bill, fiscal year 1994 .....	+514,153,000
Senate bill, fiscal year 1994 .....	-150,752,000

	FY 1993 Enacted	FY 1994 Estimate	House	Senate	Conference	Conference compared with enacted
TITLE I - DEPARTMENT OF TRANSPORTATION						
Office of the Secretary						
Salaries and expenses.....		(85,782,000)		(85,195,000)	(85,195,000)	(+ 85,195,000)
Immediate Office of the Secretary .....	1,435,000	1,173,000		1,173,000	1,173,000	-262,000
Immediate Office of the Deputy Secretary .....	427,000	481,000		481,000	481,000	+54,000
Office of the General Counsel .....	7,000,000	7,867,000		7,817,000	7,817,000	+817,000
Office of the Assistant Secretary for Policy and International Affairs 1/ .....	(8,733,000)					(-8,733,000)
Office of the Assistant Secretary for Transportation Policy .....	2,358,000	2,410,000		2,410,000	2,410,000	+52,000
Office of Assistant Secretary for Aviation and International Affairs .....	7,820,000	8,082,000		8,000,000	8,000,000	+80,000
Office of the Assistant Secretary for Budget and Programs .....	2,825,000	2,826,000		2,826,000	2,826,000	+1,000
Rescission .....	-237,000					+237,000
Office of the Assistant Secretary for Governmental Affairs .....	2,320,000	2,225,000		2,225,000	2,100,000	-220,000
Rescission .....	-303,000					+303,000
Office of the Assistant Secretary for Administration .....	31,268,000	33,989,000		33,794,000	27,088,000	-4,202,000
Office of the Assistant Secretary for Public Affairs 1/ .....	(1,548,000)					(-1,548,000)
Office of Public Affairs .....	1,548,000	1,538,000		1,388,000	1,355,000	-191,000
Executive Secretariat .....	965,000	947,000		901,000	900,000	-85,000
Contract Appeals Board .....	590,000	602,000		602,000	602,000	+12,000
Office of Civil Rights .....	1,462,000	1,494,000		1,430,000	1,430,000	-32,000
Office of Essential Air Service 1/ .....	(1,545,000)					(-1,545,000)
Office of Small and Disadvantaged Business Utilization .....	953,000	934,000		934,000	934,000	-19,000
Office of Intelligence and Security .....	1,265,000	1,214,000		1,214,000	1,000,000	-265,000
Subtotal, Salaries and expenses .....	61,794,000	65,782,000		65,195,000	58,094,000	-3,700,000
Transportation planning, research, and development .....	3,025,000	3,033,000		2,815,000	9,232,000	+6,207,000
Rescission .....	-285,000					+285,000
Office of Commercial Space Transportation: Operations and Research .....	4,275,000	5,190,000		4,990,000	4,700,000	+425,000
Rescission .....	-25,000					+25,000
Working capital fund .....	(93,000,000)	(93,108,000)	(92,220,000)	(93,000,000)	(93,000,000)	
Payments to air carriers (Airport and Airway Trust Fund):						
(Liquidation of contract authorization) .....	(38,600,000)	(38,600,000)	(15,540,000)	(33,423,077)	(33,423,077)	(-5,178,923)
(Limitation on obligations) .....	(38,600,000)	(38,600,000)		(33,423,077)	(33,423,077)	(-5,178,923)
Rental payments .....	130,000,000	149,805,000	149,805,000	149,805,000	149,805,000	+19,805,000
Minority business resource center program .....	700,000	700,000	400,000	400,000	400,000	-300,000
(Limitation on direct loans) .....	(7,500,000)	(7,500,000)	(4,500,000)	(7,500,000)	(7,500,000)	
Total, Office of the Secretary:						
New budget (obligational) authority .....	199,484,000	224,310,000	150,005,000	223,005,000	222,031,000	+22,547,000
(Limitations on obligations) .....	(38,600,000)	(38,600,000)		(33,423,077)	(33,423,077)	(-5,178,923)
Total .....	(238,084,000)	(262,910,000)	(150,005,000)	(258,428,077)	(255,454,077)	(+ 17,370,077)
Coast Guard						
Operating expenses .....	2,205,000,000	2,809,747,000	2,555,695,000	2,590,083,000	2,570,000,000	+365,000,000
Rescission .....	-7,000,000					+7,000,000
Emergency flood relief .....	10,000,000					-10,000,000
Defense activities .....	100,000,000					-100,000,000
(By transfer from DoD) .....	(253,000,000)					(-253,000,000)
Subtotal, operating expenses .....	2,315,000,000	2,809,747,000	2,555,695,000	2,590,083,000	2,570,000,000	+255,000,000
Acquisition, construction, and improvements:						
Vessels .....	92,450,000	115,200,000	79,200,000	103,690,000	95,300,000	+2,850,000
Aircraft .....	31,300,000	71,900,000	27,100,000	64,285,000	49,685,000	+18,385,000
Other equipment .....	56,565,000	68,700,000	47,700,000	50,200,000	44,500,000	-12,065,000
Shore facilities and aids to navigation .....	123,685,000	119,200,000	119,200,000	95,900,000	96,400,000	-27,285,000
Personnel and related support .....	36,000,000	39,000,000	37,500,000	40,815,000	41,815,000	+5,615,000
Rescission .....			(-20,000,000)		(-20,000,000)	(-20,000,000)
Subtotal, A C & I .....	340,000,000	414,000,000	310,700,000	354,690,000	327,500,000	-12,500,000
Environmental compliance and restoration .....	22,000,000	23,057,000	22,100,000	23,000,000	22,800,000	+800,000
Alteration of bridges .....	12,600,000	12,940,000	5,940,000	12,940,000	12,940,000	+340,000
Retired pay .....	519,700,000	548,774,000	548,774,000	548,774,000	548,774,000	+29,074,000
Reserve training .....	23,000,000	64,000,000	64,000,000	64,000,000	64,000,000	+41,000,000
(By transfer from DoD) .....	(50,000,000)					(-50,000,000)
Research, development, test, and evaluation .....	27,815,000	25,000,000	22,500,000	25,000,000	22,500,000	-5,315,000
Boat safety (Aquatic Resources Trust Fund) .....	32,250,000	32,250,000	32,250,000	32,250,000	32,250,000	
Total, Coast Guard:						
New budget (obligational) authority .....	3,292,365,000	3,729,788,000	3,561,959,000	3,850,737,000	3,600,564,000	+308,199,000
(By transfer from DoD) .....	(303,000,000)					(-303,000,000)
Total (net) .....	(3,585,365,000)	(3,729,788,000)	(3,561,959,000)	(3,850,737,000)	(3,600,564,000)	(+ 5,199,000)
Federal Aviation Administration						
Operations .....	4,538,000,000	4,576,000,000	4,568,219,000	4,584,584,000	4,580,518,000	+42,518,000
Rescission .....	-8,000,000					+8,000,000
Facilities and equipment (Airport and Airway Trust Fund) .....	2,350,000,000	2,524,000,000	2,142,000,000	2,162,578,000	2,120,104,000	-229,896,000
Rescission .....	-48,300,000					+48,300,000
Research, engineering, and development (Airport and Airway Trust Fund) .....	230,000,000	250,000,000	240,000,000	254,000,000	254,000,000	+24,000,000
Grants-in-aid for airports (Airport and Airway Trust Fund):						
(Liquidation of contract authorization) .....	(2,100,000,000)	(2,200,000,000)	(2,200,000,000)	(2,200,000,000)	(2,200,000,000)	(+ 100,000,000)
(Limitation on obligations) .....	(1,800,000,000)	(1,879,000,000)	(1,500,000,000)	(1,800,000,000)	(1,890,000,000)	(-110,000,000)

1/ H.R. 2118 transferred funds to other accounts.

	FY 1993 Enacted	FY 1994 Estimate	House	Senate	Conference	Conference compared with enacted
Aircraft purchase loan guarantee program .....	150,000	150,000	150,000	150,000	150,000	.....
(Limitation on borrowing authority) .....	(9,970,000)	(9,970,000)	(9,970,000)	(9,970,000)	(9,970,000)	.....
<b>Total, Federal Aviation Administration:</b>						
New budget (obligational) authority .....	7,061,850,000	7,350,150,000	6,950,369,000	7,001,312,000	6,954,772,000	-107,078,000
(Limitations on obligations) .....	(1,800,000,000)	(1,879,000,000)	(1,500,000,000)	(1,800,000,000)	(1,690,000,000)	(-110,000,000)
<b>Total .....</b>	<b>(8,861,850,000)</b>	<b>(9,229,150,000)</b>	<b>(8,450,369,000)</b>	<b>(8,801,312,000)</b>	<b>(8,644,772,000)</b>	<b>(-217,078,000)</b>
<b>Federal Highway Administration</b>						
Limitation on general operating expenses .....	(398,000,000)	(488,961,000)	(482,961,000)	(475,731,000)	(468,856,000)	(+70,856,000)
Highway-related safety grants (Highway Trust Fund):						
(Liquidation of contract authorization) .....	(10,000,000)	(10,000,000)	(10,000,000)	(10,000,000)	(10,000,000)	.....
(Limitation on obligations) .....	(10,000,000)	(10,000,000)	(10,000,000)	(10,000,000)	(10,000,000)	.....
Railroad-highway crossings projects .....	3,664,000	.....	12,828,000	.....	30,262,000	+26,598,000
Federal-aid highways (Highway Trust Fund):						
Emergency flood relief .....	175,000,000	.....	.....	.....	.....	-175,000,000
(Limitation on obligations) .....	(15,326,750,000)	(18,398,000,000)	(17,482,863,000)	(18,020,000,000)	(17,580,000,000)	(+2,263,250,000)
Rescissions .....	.....	.....	(-3,624,140)	(-3,624,140)	(-3,624,140)	(-3,624,140)
(Exempt obligations) .....	(2,677,000,000)	(2,117,008,750)	(2,117,008,750)	(2,117,008,750)	(2,117,008,750)	(-559,991,250)
(Liquidation of contract authorization) .....	(19,000,000,000)	(18,000,000,000)	(18,000,000,000)	(18,000,000,000)	(18,000,000,000)	(-1,000,000,000)
Right-of-way Revolving Fund (Highway Trust Fund) (limitation on direct loans) .....	(42,500,000)	(42,500,000)	(42,500,000)	(42,500,000)	(42,500,000)	.....
Motor carrier safety grants (Highway Trust Fund):						
(Liquidation of contract authorization) .....	(65,000,000)	(68,000,000)	(68,000,000)	(68,000,000)	(68,000,000)	(+3,000,000)
(Limitation on obligations) .....	(65,000,000)	(65,000,000)	(65,000,000)	(65,000,000)	(65,000,000)	.....
Baltimore-Washington Parkway .....	15,000,000	.....	16,000,000	.....	12,800,000	-2,200,000
Intermodal urban demonstration project (Highway Trust Fund) .....	3,200,000	.....	.....	.....	.....	-3,200,000
Highway safety and economic development demonstration projects (Highway Trust Fund) .....	6,400,000	.....	.....	.....	.....	-6,400,000
Highway safety improvement demonstration project (Highway Trust Fund) .....	6,000,000	.....	.....	.....	.....	-6,000,000
Highway widening demonstration project .....	640,000	.....	.....	.....	.....	-640,000
Highway widening and improvement demonstration project (Highway Trust Fund) .....	1,344,000	.....	.....	.....	.....	-1,344,000
Climbing lane and highway safety demonstration project (Highway Trust Fund) .....	3,840,000	.....	.....	.....	.....	-3,840,000
Alabama highway bypass demonstration project (Highway Trust Fund) .....	3,200,000	.....	.....	.....	.....	-3,200,000
Virginia HOV safety demonstration project (Highway Trust Fund) .....	1,600,000	.....	.....	.....	.....	-1,600,000
Urban highway corridor and bicycle transportation demonstration projects (Highway Trust Fund) .....	3,392,000	.....	.....	.....	.....	-3,392,000
Urban airport access safety demonstration project (Highway Trust Fund) .....	3,840,000	.....	.....	.....	.....	-3,840,000
Pennsylvania reconstruction demonstration project (Highway Trust Fund) .....	6,400,000	.....	.....	.....	.....	-6,400,000
Pennsylvania toll road demonstration project (Highway Trust Fund) .....	3,200,000	.....	.....	.....	.....	-3,200,000
California toll road project .....	9,600,000	.....	.....	.....	.....	-9,600,000
Surface transportation projects (Highway Trust Fund) .....	273,756,000	.....	.....	.....	.....	-273,756,000
Kentucky bridge project (Highway Trust Fund) .....	6,400,000	.....	.....	.....	.....	-6,400,000
Kentucky bridge project .....	.....	.....	12,000,000	.....	12,000,000	+12,000,000
Border highway project .....	.....	.....	8,000,000	.....	6,400,000	+6,400,000
Additional highway projects: 1/						
Appalachian corridor improvement project .....	.....	.....	3,800,000	82,200,000	57,000,000	+57,000,000
Cumberland Gap tunnel project .....	.....	.....	10,000,000	.....	6,000,000	+6,000,000
Lock and Dam No. 4 .....	.....	.....	.....	.....	4,000,000	+4,000,000
Pittsburgh busway .....	.....	.....	.....	28,000,000	.....	.....
Mineola grade crossing (Highway Trust Fund) .....	.....	.....	.....	7,800,000	7,800,000	+7,800,000
Congestion mitigation .....	.....	.....	.....	2,000,000	1,600,000	+1,600,000
Cross Westchester expressway .....	.....	.....	.....	15,000,000	9,800,000	+9,800,000
Schenectady bridge .....	.....	.....	.....	4,000,000	3,200,000	+3,200,000
Columbia Gorge highway .....	.....	.....	.....	2,800,000	2,500,000	+2,500,000
Manassas Battlefield bypass .....	.....	.....	.....	3,200,000	3,000,000	+3,000,000
<b>Total, Federal Highway Administration:</b>						
New budget (obligational) authority .....	526,478,000	.....	62,628,000	125,000,000	156,362,000	-370,114,000
(Limitations on obligations) .....	(15,401,750,000)	(18,473,000,000)	(17,557,663,000)	(18,095,000,000)	(17,685,000,000)	(+2,263,250,000)
(Exempt obligations) .....	(2,677,000,000)	(2,117,008,750)	(2,117,008,750)	(2,117,008,750)	(2,117,008,750)	(-559,991,250)
<b>Total .....</b>	<b>(18,605,226,000)</b>	<b>(20,590,008,750)</b>	<b>(19,737,299,750)</b>	<b>(20,337,008,750)</b>	<b>(19,838,370,750)</b>	<b>(+1,333,144,750)</b>
<b>National Highway Traffic Safety Administration</b>						
Operations and research .....	82,080,000	79,693,000	74,221,000	.....	75,909,000	-6,171,000
Operations and research (Highway Trust Fund) .....	46,170,000	50,331,000	48,780,000	128,311,000	48,236,000	+2,066,000
<b>Subtotal, Operations and research .....</b>	<b>128,250,000</b>	<b>130,024,000</b>	<b>121,001,000</b>	<b>128,311,000</b>	<b>124,145,000</b>	<b>-4,105,000</b>
Highway traffic safety grants (Highway Trust Fund):						
(Liquidation of contract authorization) .....	(150,000,000)	(144,000,000)	(138,550,000)	(138,550,000)	(138,550,000)	(-11,450,000)
State and community highway safety grants (Sec. 402) (limitation on obligations) .....	(115,000,000)	(123,000,000)	(123,000,000)	(123,000,000)	(123,000,000)	(+8,000,000)
Safety belt and motorcycle helmet use grants (Sec. 153) (limitation on obligations) .....	(12,000,000)	(15,000,000)	(12,000,000)	(12,000,000)	(12,000,000)	.....
National Driver Register (Sec. 402) (limitation on obligations) .....	(3,650,000)	(3,500,000)	(3,500,000)	(3,500,000)	(3,500,000)	(-150,000)
Alcohol safety incentive grants (Sec. 408) (limitation on obligations) .....	(11,000,000)	(10,500,000)	(10,500,000)	(10,500,000)	(10,500,000)	(-500,000)

1/ Provided in bill language after Saint Lawrence Seaway Development Corporation.



	FY 1993 Enacted	FY 1994 Estimate	House	Senate	Conference	Conference compared with enacted
Alcohol-impaired driving countermeasures program (Sec. 410) (limitation on obligations) .....		(25,000,000)	(25,000,000)	(25,000,000)	(25,000,000)	(+25,000,000)
Education grants (Sec. 209) (cumulative limitation on obligations) .....	(4,750,000)	(4,750,000)	(4,750,000)	(4,750,000)	(4,750,000)	
<b>Total, National Highway Traffic Safety Administration:</b>						
New budget (obligational) authority .....	128,250,000	130,024,000	121,001,000	128,311,000	124,145,000	-4,105,000
(Limitations on obligations) .....	(141,850,000)	(177,000,000)	(174,000,000)	(174,000,000)	(174,000,000)	(+32,350,000)
<b>Total .....</b>	<b>(269,900,000)</b>	<b>(307,024,000)</b>	<b>(295,001,000)</b>	<b>(302,311,000)</b>	<b>(298,145,000)</b>	<b>(+28,245,000)</b>
<b>Federal Railroad Administration</b>						
Office of the Administrator .....	17,152,000	15,447,000	14,865,000	9,990,000	12,011,000	-5,141,000
Local rail freight assistance .....	8,000,000		10,000,000	20,000,000	17,000,000	+9,000,000
Emergency flood relief .....	21,000,000					-21,000,000
Railroad safety .....	40,848,000	44,916,000	43,927,000	44,434,000	44,420,000	+3,772,000
Rescission .....	-140,000					+140,000
Railroad research and development .....	25,205,000	18,166,000	20,166,000	17,113,000	37,613,000	+12,408,000
Northeast corridor improvement program .....	408,200,000	204,100,000	130,000,000	250,000,000	225,000,000	-163,200,000
Rescission .....	-204,100,000					+204,100,000
<b>Grants to the National Railroad Passenger Corporation:</b>						
Operations .....	351,000,000		331,000,000	351,000,000	351,700,000	+700,000
Operations and mandatory passenger rail service payments .....		488,000,000				
Capital .....	190,000,000	185,000,000	100,000,000	208,580,000	195,000,000	+5,000,000
<b>Total, Grants to the National Railroad Passenger Corporation</b>	<b>541,000,000</b>	<b>633,000,000</b>	<b>431,000,000</b>	<b>559,580,000</b>	<b>546,700,000</b>	<b>+5,700,000</b>
Mandatory Passenger Rail Service Payments .....	148,000,000		137,000,000	137,000,000	137,000,000	-9,000,000
Railroad Rehabilitation and Improvement Financing Fund .....	411,578					-411,578
Loan guarantee program (limitation on borrowing authority) .....				(5,000,000)	(5,000,000)	(+5,000,000)
Subsidy amount .....				250,000	250,000	+250,000
Conrail commuter transition assistance .....	7,000,000					-7,000,000
Amtrak corridor improvement loans .....	844,200					-844,200
(Limitation on direct loans) .....	(3,500,000)					(-3,500,000)
<b>National Magnetic Levitation Prototype Development (Highway Trust Fund):</b>						
(Liquidation of contract authorization) .....				(27,900,000)		
(Limitation on obligations) .....				(27,900,000)		
High-speed ground transportation .....		35,000,000		2,081,000		
<b>High-speed ground transportation (Highway Trust Fund):</b>						
(Liquidation of contract authorization) .....	(2,000,000)	(104,000,000)	(4,000,000)	(77,100,000)	(4,000,000)	(+2,000,000)
(Limitation on obligations) .....	(5,000,000)	(105,000,000)	(3,500,000)	(77,100,000)	(3,500,000)	(-1,500,000)
<b>Total, Federal Railroad Administration:</b>						
New budget (obligational) authority .....	1,011,220,778	950,629,000	788,958,000	1,040,458,000	1,019,994,000	+8,773,222
(Limitations on obligations) .....	(5,000,000)	(105,000,000)	(3,500,000)	(105,000,000)	(3,500,000)	(-1,500,000)
<b>Total .....</b>	<b>(1,016,220,778)</b>	<b>(1,055,629,000)</b>	<b>(790,458,000)</b>	<b>(1,145,458,000)</b>	<b>(1,023,494,000)</b>	<b>(+7,273,222)</b>
<b>Federal Transit Administration</b>						
Administrative expenses .....	13,400,000	21,295,000	19,569,000	21,295,000	21,295,000	+7,895,000
Rescission .....	-305,000					+305,000
Administrative expenses (Highway Trust Fund) (limitation on obligations) .....	(25,150,000)	(18,162,000)	(18,162,000)	(18,162,000)	(18,162,000)	(-6,988,000)
Formula grants .....	650,875,000	1,324,916,000	1,324,916,000	1,324,916,000	1,284,916,000	+633,941,000
Formula grants (Highway Trust Fund) (limitation on obligations) .....	(248,747,000)	(327,673,000)	(327,673,000)	(208,806,000)	(327,673,000)	(+80,826,000)
Operating grants (limitation on obligations) .....	(802,278,000)	(802,278,000)	(752,278,000)	(802,278,000)	(802,278,000)	
<b>Total, Formula grants (limitation on oblig) .....</b>	<b>(1,048,025,000)</b>	<b>(1,129,951,000)</b>	<b>(1,079,951,000)</b>	<b>(1,011,084,000)</b>	<b>(1,129,951,000)</b>	<b>(+80,826,000)</b>
University transportation centers .....	2,025,000	3,238,000	3,238,000	3,238,000	3,238,000	+1,213,000
University transportation centers (Highway Trust Fund) (limitation on obligations) .....	(3,875,000)	(2,762,000)	(2,762,000)	(2,762,000)	(2,762,000)	(-1,213,000)
Transit planning and research .....	29,000,000	45,875,000	37,000,000	50,875,000	48,125,000	+19,125,000
Transit planning and research (Highway Trust Fund) (limitation on obligations) .....	(56,000,000)	(39,125,000)	(39,125,000)	(44,125,000)	(44,125,000)	(-11,875,000)
Trust fund share of transit programs (Highway Trust Fund) (liquidation of contract authorization) .....	(1,134,150,000)	(1,190,000,000)	(1,140,000,000)	(1,078,133,000)	(1,185,000,000)	(+80,850,000)
Discretionary grants (Highway Trust Fund) (limitation on obligations) .....	(1,725,000,000)	(1,771,575,000)	(1,707,425,000)	(1,785,000,000)	(1,785,000,000)	(+80,000,000)
Mass transit capital fund (Highway Trust Fund) (liquidation of contract authorization) .....	(1,500,000,000)	(1,000,000,000)	(1,000,000,000)	(1,000,000,000)	(1,000,000,000)	(-500,000,000)
Interstate transfer grants - transit .....	75,000,000	45,000,000		45,000,000	45,000,000	-30,000,000
Washington Metropolitan Area Transit Authority .....	170,000,000	200,000,000	200,000,000	200,000,000	200,000,000	+30,000,000
<b>Total, Federal Transit Administration:</b>						
New budget (obligational) authority .....	940,095,000	1,840,324,000	1,584,723,000	1,845,324,000	1,802,574,000	+662,479,000
(Limitations on obligations) .....	(2,859,150,000)	(2,961,575,000)	(2,847,425,000)	(2,861,133,000)	(2,980,000,000)	(+120,850,000)
<b>Total .....</b>	<b>(3,799,245,000)</b>	<b>(4,601,899,000)</b>	<b>(4,432,148,000)</b>	<b>(4,508,457,000)</b>	<b>(4,582,574,000)</b>	<b>(+783,329,000)</b>
<b>Saint Lawrence Seaway Development Corporation</b>						
Operations and maintenance (Harbor Maintenance Trust Fund) .....	10,825,000	10,915,000	10,901,000	10,265,000	10,785,000	-80,000
Rescission .....	-91,000					+91,000
<b>Total .....</b>	<b>10,734,000</b>	<b>10,915,000</b>	<b>10,901,000</b>	<b>10,265,000</b>	<b>10,785,000</b>	<b>+31,000</b>

	FY 1993 Enacted	FY 1994 Estimate	House	Senate	Conference	Conference compared with enacted
<b>Research and Special Programs Administration</b>						
Hazardous materials safety .....	12,650,000	12,771,000		12,721,000	12,600,000	-50,000
Aviation information management .....	2,618,000	2,533,000	2,533,000	2,521,000	2,521,000	-97,000
Emergency transportation .....	880,000	965,000	915,000	884,000	842,000	-38,000
Research and technology .....	1,470,000	1,963,000	1,863,000	1,781,000	1,768,000	+298,000
Program and administrative support .....	5,886,000	6,355,000	6,180,000	6,283,000	6,279,000	+383,000
Research and special programs .....		(24,587,000)				
Pipeline safety (Pipeline Safety Fund) .....	15,050,000	18,887,000	19,479,000	19,146,000	19,376,000	+4,326,000
Emergency preparedness grants:						
(Emergency preparedness fund) .....	700,000	700,000	400,000	400,000	400,000	-300,000
(Limitation on obligations) .....	(10,300,000)	(14,975,000)	(10,350,000)	(11,000,000)	(11,000,000)	(+700,000)
Alaska pipeline task force (Oil Spill Liability Trust Fund) .....	550,000					-550,000
<b>Total, Research and Special Programs Administration:</b>						
New budget (obligational) authority .....	39,804,000	44,174,000	31,350,000	43,738,000	43,784,000	+3,980,000
(Limitations on obligations) .....	(10,300,000)	(14,975,000)	(10,350,000)	(11,000,000)	(11,000,000)	(+700,000)
<b>Total .....</b>	<b>(50,104,000)</b>	<b>(59,149,000)</b>	<b>(41,700,000)</b>	<b>(54,738,000)</b>	<b>(54,784,000)</b>	<b>(+4,880,000)</b>
<b>Office of the Inspector General</b>						
Salaries and expenses .....	38,000,000	40,706,000		36,595,000	39,000,000	+1,000,000
<b>Total, title I, Department of Transportation:</b>						
New budget (obligational) authority .....	13,510,084,778	14,121,000,000	13,259,894,000	13,904,743,000	13,773,991,000	+263,928,222
Rescissions .....	-268,788,000		-23,624,140	-3,624,140	-23,624,140	+245,161,860
(Limitations on obligations) .....	(20,256,450,000)	(23,649,150,000)	(22,092,938,000)	(23,079,558,077)	(22,556,923,077)	(+2,300,473,077)
(Exempt obligations) .....	(2,677,000,000)	(2,117,008,750)	(2,117,008,750)	(2,117,008,750)	(2,117,008,750)	(-559,991,250)
<b>Total, title I, new budget (obligational) authority, rescissions and (limitations on obligations) and (exempt obligations) ....</b>	<b>(36,174,728,778)</b>	<b>(39,887,158,750)</b>	<b>(37,446,216,810)</b>	<b>(39,097,883,687)</b>	<b>(38,424,298,687)</b>	<b>(+2,249,569,909)</b>
<b>TITLE II - RELATED AGENCIES</b>						
<b>Architectural and Transportation Barriers Compliance Board</b>						
Salaries and expenses .....	3,300,000	3,348,000	3,348,000	3,348,000	3,348,000	+48,000
<b>National Transportation Safety Board</b>						
Salaries and expenses .....	36,000,000	37,125,000	37,105,000	37,105,000	37,105,000	+1,105,000
<b>Interstate Commerce Commission</b>						
Salaries and expenses .....	43,930,000	45,466,000	44,904,000	44,960,000	44,960,000	+1,030,000
Rescission .....	-360,000					+360,000
Payments for directed rail service (limitation on obligations) .....	(475,000)	(475,000)	(475,000)	(475,000)	(475,000)	
<b>Total, Interstate Commerce Commission .....</b>	<b>(44,045,000)</b>	<b>(45,941,000)</b>	<b>(45,379,000)</b>	<b>(45,435,000)</b>	<b>(45,435,000)</b>	<b>(+1,390,000)</b>
<b>Panama Canal Commission</b>						
<b>Panama Canal Revolving Fund:</b>						
(Administrative expenses) .....	(51,150,000)	(51,742,000)	(51,742,000)	(51,742,000)	(51,742,000)	(+592,000)
(Limitation on operating and capital expenses) .....	(530,000,000)		(540,000,000)	(540,000,000)	(540,000,000)	(+10,000,000)
<b>Department of the Treasury</b>						
Rebate of Saint Lawrence Seaway Tolls (Harbor Maintenance Trust Fund) .....	10,250,000	9,707,000	9,707,000	9,707,000	9,707,000	-543,000
<b>Washington Metropolitan Area Transit Authority</b>						
Interest payments .....	51,663,569	51,663,569	51,663,569	51,663,569	51,663,569	
<b>Total, title II, Related Agencies:</b>						
New budget (obligational) authority .....	144,783,569	147,309,569	146,727,569	146,783,569	146,783,569	+2,000,000
(Limitation on obligations) .....	(475,000)	(475,000)	(475,000)	(475,000)	(475,000)	
<b>Total .....</b>	<b>(145,258,569)</b>	<b>(147,784,569)</b>	<b>(147,202,569)</b>	<b>(147,258,569)</b>	<b>(147,258,569)</b>	<b>(+2,000,000)</b>
<b>Grand total:</b>						
New budget (obligational) authority .....	13,655,208,347	14,268,309,569	13,406,621,569	14,051,526,569	13,920,774,569	+265,588,222
Rescissions .....	-269,146,000		-23,624,140	-3,624,140	-23,624,140	+245,521,860
(Limitations on obligations) .....	(20,256,925,000)	(23,649,625,000)	(22,093,413,000)	(23,080,031,077)	(22,557,398,077)	(+2,300,473,077)
(Exempt obligations) .....	(2,677,000,000)	(2,117,008,750)	(2,117,008,750)	(2,117,008,750)	(2,117,008,750)	(-559,991,250)
<b>Grand total, new budget (obligational) authority rescissions and (limitations on obligations) and (exempt obligations) .....</b>	<b>(36,319,987,347)</b>	<b>(40,034,943,319)</b>	<b>(37,593,419,179)</b>	<b>(39,244,942,256)</b>	<b>(38,571,557,256)</b>	<b>(+2,251,569,909)</b>

BOB CARR,  
RICHARD J. DURBIN,  
MARTIN OLAV SABO,  
DAVID E. PRICE,  
RONALD D. COLEMAN,  
THOMAS M. FOGLIETTA,  
WILLIAM H. NATCHER,  
FRANK R. WOLF,  
TOM DELAY,  
RALPH REGULA,  
JOSEPH M. McDADE,

*Managers on the Part of the House.*

FRANK R. LAUTENBERG,  
ROBERT C. BYRD,  
TOM HARKIN,  
BARBARA A. MIKULSKI,  
ALPONSE M. D'AMATO,  
PETE V. DOMENICI,  
MARK O. HATFIELD,  
ARLEN SPECTER,

*Managers on the Part of the Senate.*

#### SPECIAL ORDERS GRANTED

By unanimous consent, permission to address the House, following the legislative program and any special orders heretofore entered, was granted to:

The following Member (at the request of Ms. NORTON) to revise and extend his remarks and include extraneous material:)

Mr. RICHARDSON, for 5 minutes, today.

#### EXTENSION OF REMARKS

By unanimous consent, permission to revise and extend remarks was granted to:

The following Members (at the request of Ms. NORTON) and to include extraneous matter:

Mr. HOYER.

Mr. SKELTON in three instances.

Mr. BLACKWELL.

Mr. FOGLIETTA.

Mr. STUPAK.

#### ADJOURNMENT

Ms. NORTON. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 12 o'clock and 50 minutes p.m.) under its previous order, the House adjourned until tomorrow, Tuesday, October 19, 1993, at 11 a.m.

#### REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. CARR: Committee of Conference. Conference report on H.R. 2750. A bill making ap-

propriations for the Department of Transportation and related agencies for the fiscal year ending September 30, 1994, and for other purposes (Rept. 103-300). Ordered to be printed.

#### ADDITIONAL SPONSORS

Under clause 4 of rule XXII, sponsors were added to public bills and resolutions as follows:

H.R. 58: Mr. FIELDS of Texas.

H.R. 467: Mr. SERRANO and Mr. NADLER.

H.R. 1277: Mr. PETERSON of Minnesota.

H.R. 1517: Miss COLLINS of Michigan.

H.R. 2488: Mr. BARRETT of Wisconsin.

H.R. 2662: Mr. LEWIS of Georgia, Mr. DELUMS, Mr. HALL of Texas, Mr. SCHIFF, Mr. LIGHTFOOT, and Ms. ROYBAL-ALLARD.

H.R. 2884: Ms. NORTON.

H.R. 2898: Mr. FALEOMAVAEGA.

H.R. 3005: Mr. BALLENGER.

H.R. 3250: Mr. TORKILDSEN, Mr. EMERSON, Mr. BLUTE, Mr. PETE GEREN of Texas, and Mr. BOEHNER.

H.J. Res. 79: Mr. BAKER of California, Mr. BISHOP, Mr. BLUTE, Mr. BOEHLERT, and Mr. BONIOR.

H.J. Res. 274: Mr. FILNER and Mrs. MORELLA.